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SUFFOLK TO RESCUE

BOATS LAND IN THE PRATAS LAGOON.

HAZARDOUS TRIP

HOPE FOR CREW OF WRECKED SHIP.

Latest messages from H.M.S. Suffolk, which is standing by the wrecked Hedwig on Pratras Shoal, would seem to indicate that the chances of rescuing the crew have been considerably enhanced. The message says: "The Hedwig appears to have ridden over the reef into the lagoon, and is now in calm and very shallow water. Visibility is poor." The message adds that the Suffolk is standing by to windward of the reef, and giving a lead to her boats, which are crossing the lagoon to the assistance of the stricken ship.

A further message from the Suffolk states that her whaler is now approaching the Hedwig on the lagoon side.

Earlier news received by the Naval authorities this morning from H.M.S. Suffolk as regards the vessel which is ashore on the Pratras Reef, was more reassuring. Although a N.E. monsoon is still blowing, with consequent short and steep seas, conditions are reported to be moderate.

The Suffolk, which was despatched to the scene yesterday, after receipt of a message from H.M.S. Stormcloud that she had sighted the wreck, but could not approach from the weather side, took along a shallow draught motor boat. It is now learned that this and a whaler have been landed, and have gone inside the lagoon at its southern entrance. They are reported to be making good progress, about four knots to windward.

Official Message.

The text of the official message is as follows:—

Have lowered motor boat and whaler, which are now inside southern entrance. Am proceeding in the direction of the wreck. Weather conditions moderate, N.E. monsoon. Boats are riding short steep seas, and making good about four knots to windward.

For the landman to understand the position it should be explained that the Pratras Reef is roughly circular, with the islands bounding the western side. The entrance referred to in the Suffolk's message is in the south-west segment. It is not possible to approach the wrecked ship, which has been set on the reef at a point roughly N.E., because of the monsoon, which would endanger any rescuing vessel. The only alternative is to send small boats through the southern entrance, and then cross to the inside of the reef. The crew of the Hedwig must then cross the reef, a distance of 1 1/2 miles, by the best means available. It is understood that there is four feet of water over the reef.

A Hazardous Venture. The journey by small boats across the lagoon is necessarily hazardous. There are many sunken reefs and knolls, and progress will be slow, the more so as the lagoon has not been completely charted. The journey must also be made in the teeth of the gale. In fact, it is expected that some hours must elapse before the boats complete the crossing.

Presumably the Suffolk will proceed round the southern side of the reef to stand by the wreck, and to keep in touch with her boats. In the event of the much-hoped-for rescue, she will, of course, return to pick up the boats at the southern entrance.

Identity Still Uncertain. As regards the identity of the wrecked vessel, there now seems ground to believe that she is a Dutch boat, although it is probable that nothing definite will be established until further messages are received from H.M.S. Suffolk. The question of identity constitutes one of the most intriguing aspects of the whole situation.

PLAN TO STABILISE SILVER.

Co-operation of U.S. and British Empire.

CRITICAL SITUATION.

New York, Yesterday.

Business men are interested in the appeal by Lord Darling, who has urged the co-operation of the British Empire with the United States to stabilise silver at 20/1 in order to relieve the world depression by an increase of the purchasing power of half of the human race in the Orient.

The opinion is expressed that unless the present situation is remedied the repudiation of national debts and an industrial revolution might ensue. It is contended that such a rehabilitation of silver would not only put Asia on its feet, but materially benefit Mexico, and South America.

[20/1 represents the suggested relations of silver and gold.]

most intriguing aspects of the whole situation.

Yesterday's Messages. H.M.S. Stormcloud, which sighted the wreck at 3.38 p.m. yesterday, sent the following messages, as a result of which the Naval authorities despatched the Suffolk:—

"Have located m.s. Hedwig, but am afraid weather is too severe for me to be of much assistance. Am ordering crew to abandon ship."

Shortly after the Stormcloud further reported:—

"Breakers are breaking to seaward of ship ground, and the only possible means of rescue in present weather is from the lagoon side. She (Hedwig) does not appear to be in any immediate danger. Crew are still on board. Am more than one mile to windward of reefs, and am trying the effect of pumping oil overboard. Have not been able to communicate yet, but am trying every possible means."

The Stormcloud stood by until 5 p.m., yesterday and then returned, it being useless for her to remain, considering the weather conditions.

The Indo-China s.s. Hinsang, which stood by for instructions for some hours, proceeded to Hong Kong, and arrived here last night.

Wrecked Ship's Plight.

The wrecked vessel also sent out a message which was received at Manila and was then retransmitted to Hong Kong. The dispatch received at 7.30 last evening was as follows:—

"We are now getting heavy beating from surf. Water is also gaining on engine. If we are unable to send again we will still be on the ship. The only way help can reach us is from lee side of shoal by a shallow-draft motorboat. Can you find out if passage from our position to (Pratras) lighthouse is obstructed by breakers? We have no map of this shoal. If possible, we will send report again at 8 a.m. to-morrow. Assistance is needed within 20 hours."

A Parallel Case.

The wreck of the Hedwig is in many respects similar to that of the Norwegian steamer Braaland, which, it will be recalled, was set on the Bombay Reef, in the Paracels, in February last, and became a total loss.

On that occasion the tug Henry Keswick went out to the scene, and brought back the crew, entrance being made through the leeward opening to the reef in a precisely similar manner to the present.

The captain of the Braaland and his men had to manhandle their small boats over the top of the reef, and were then taken in tow to the Henry Keswick, which was lying outside the entrance.

An interesting feature in connection with the rescue, as afterwards disclosed by the captain, was that a Chinese fishing junk acted as guide to his boats, once they got into the lagoon.

NAZI STORM TROOPS ARRESTED.

Dramatic Raid on a Breslau Mansion.

POLISH AGGRESSION.

Berlin, Yesterday.

The Police attach considerable importance to the raid last night on the mansion of Jeshu Kowitz, near Breslau, where 160 uniformed armed Nazi "storm troops" were arrested. It is rumoured that they assembled with a view to organising a volunteer frontier defence force against the "Polish aggression."

The Reichstag reassembled for a short session and a large force of Police surrounded the building, but so far no disturbances are reported. Herr Dietrich, Minister of Finance, introduced the new Budget for 1931, showing a reduction of about one and a half milliard marks expenditure compared with 1930. Reduction was only possible with the help of emergency legislation enacted by virtue of Article 48 of the Constitution.

More Riots.

Berlin, Later.

A horde of Communists attacked the Police at Hamburg, using stones, knives, and clubs. One policeman was killed and three seriously injured. Two Communists were arrested.

Dresden, Yesterday.

One Communist was fatally injured and eight seriously injured in a collision with the Police and Communists. The latter stoned the Police, who fired in the air and dispersed the mob with truncheons.—Reuter.

COAL CRISIS.

EFFORTS TO MAKE PEACE CONTINUE.

"SPREAD OVER" HITCH.

Rugby, Yesterday.

The efforts to secure a coal peace are continuing. Throughout the day the Mines Secretary, Mr. Shinwell, and miners and owners officials were engaged in discussions in anticipation of the meeting to-morrow of the Miners' Conference, which will revise its decision on the "Spread over" proposals and receive reports from all districts.—British Wireless Service.

Earlier News.

London, Yesterday. There was a serious development in the coal crisis last night when Mr. A. J. Cook, Secretary of the Miners' Federation, stated that the position in Scotland would compel the rest of the districts to face up to the whole issue.

Scotland, he said, could not be left alone in the struggle. The statement is interpreted as indicating the possibility of a national stoppage to support the Scottish workers.

It is announced that the Prime Minister will meet the Miners' Executive to-day.—Reuter.

Decision Unexpected.

Rugby, Yesterday. Although the unexpected decision of the Scottish miners to continue the strike renders the coalfields situation more difficult, hopes are entertained that adverse developments will not take place.

The Secretary for Mines, Mr. Shinwell, is determined to continue his efforts to secure a satisfactory settlement, and is in touch with the representatives of the owners and men.

To-morrow a resumed meeting of the delegate conference of the Miners' Federation of Great Britain will examine the Scottish embargo on the spread-over arrangement and have before them an application of the South Wales district for approval of the scheme negotiated locally.

Most of the Scottish coalfields are idle, but elsewhere in Britain there have been no stoppages.—British Wireless Service.

SCHOOL AGE BILL.

London, Yesterday. The House of Commons has passed an amendment postponing the operation of the School Age Bill to September, 1932.—Reuter.

STUDENT RIOT.

ONE POLICEMAN KILLED IN HAVANA.

DEMONSTRATION SEQUEL.

New York, Yesterday. A demonstration by students of the National University of Havana was fired on by the Police, who held up the procession. One policeman was fatally injured. The leaders of the procession were arrested.—Reuter's American Service.

SUGAR IMPASSE.

SEVEN CHINESE FACTORIES LEAVE COMBINE.

DUTCH-INDIES INTERESTS.

Amsterdam, Yesterday. Seven Chinese sugar factories are reported to have withdrawn from the Dutch-Indian selling combine.—Reuter.

SHANGHAI DEFENCE.

Should Britain Bear Cost Of Troops.

London, Yesterday. In the House of Commons to-day the Labour member for Romford, Mr. H. T. Muggelidge, asked whether British subjects in China bore part of the cost of the British Army in China.

Mr. Tom Shaw, Minister of War, replied that they did not, except in so far as Shanghai Municipality exempted from taxation and rent lands and buildings occupied by troops. British residents were subject to income tax.

The Speaker intervened when the Labour member, Mr. A. W. Haycock, asked Mr. Tom Shaw "to make people who own Shanghai pay its defence, and not the people of Britain."—Reuter.

STEAMER FOUNDERS

CAPTAIN'S WIFE & DAUGHTERS PERISH.

LOST OFF YUCATAN.

New York, Yesterday. The steamer Clara Amos foundered off Yucatan to-day. Seven persons were drowned, including the skipper's wife and his two daughters.—Reuter's American Service.

IMMIGRATION.

BILL INTRODUCED FOR ITS SUSPENSION.

Washington, Yesterday. Senator Johnson, Chairman of the House of Representatives Immigration Commission, has introduced a Bill to suspend all immigration for five years.—Reuter's American Service.

STOP PRESS

Vienna, Yesterday. Dr. Edder, Governor of Vorarlberg, has formed a Cabinet with Herr Schober a Vice-Chancellor and Foreign Minister. An ex-Chancellor, is Herr Bepel, who, owing to ill health, will not be able to participate. The Cabinet will include six Christian Socialist members of the recent Vaugoin Cabinet.—Reuter.

London, Yesterday. The coal situation remains critical. Mr. Ramsay MacDonald, and Mr. W. Graham, President of the Board of Trade, and Mr. E. Shinwell, Minister of Mines, lengthily interviewed members of the Executive Miners' Federation in the House of Commons last night. It is understood that the Government holds out no hope of a change of the provisions of the Coal Mines Act as regards a spread over, and the miners' leaders are not hopeful of being able to persuade to-day's delegate conference to drop the embargo thereon.—Reuter.

FATE OF AMERICAN FARMERS.

Salvation from Ruin Rests on Co-operation.

WHEAT POLICY.

Washington, Yesterday.

Salvation from ruin for thousands of American farmers depends on whether they band together and eliminate over-production, according to the annual report of Mr. Hyde, Secretary of Agriculture. Referring to wheat, Mr. Hyde states that the only logical remedy for the problem of surpluses is voluntary curtailment.

Mr. Hyde recommends a flexible policy of wheat acreage reduction. He says that developments in the cotton market also emphasise the importance of adjusting production to requirements. There had been a movement for the past two years away from American cotton to cotton grown elsewhere. Price differences had been less favourable to American cotton and the quality differences between American and foreign growths less marked.

Vast Declines.

The agriculture and cotton production was estimated at 14,486,000 bales, compared with 14,828,000 in 1929. The crop was described as more than ample, and markets have reduced their requirements. The 1929-30 world consumption of American cotton was 2,000,000 bales below that of 1928-29, while the consumption of Indian and other foreign cottons had increased by 900,000 and 600,000 bales respectively.

The reduced consumption of American mills accounted for half of the decline of the world's consumption of American cotton while the rest of the drop (1,000,000 bales), was in Europe, half being in Great Britain. Compared with the previous year, cotton exports to Germany, Britain, and Japan had fallen 6, 82 and 21 per cent., respectively.

Exports of agricultural commodities excluding forest products and agricultural exports, amounted to \$1,495,000,000, compared with \$1,847,000,000 for the previous year. The reduction of value was mainly due to smaller cotton movements at a lower average price, though the decline of exports was general.—Reuter's American Service.

LABOUR WINS.

SUCCESS IN WHITE CHAPEL BY ELECTION.

LIBERAL RECOVERY.

London, Yesterday.

The by-election in White-chapel, owing to the death of the Labour member, Mr. Harry Gosling, resulted as follows:—

Hall (Labour)	8,533
Janner (Liberal)	7,445
T. L. E. B. Guinness (Conservative)	3,735
Pollitt (Communist)	2,108
Labour Majority	1,099

At the last election Mr. Gosling had a majority of over 9,000.

H. Gosling (Labour) 18,701
F. H. Sedgwick (Liberal) 4,521
T. L. E. B. Guinness (Conservative) 8,417
Labour Majority 9,180

SEQUEL TO ALLEGED ARSON.

Of the four men charged with (a) conspiring together to commit arson and (b) attempted arson at 77 Wing Lok Street on October 19, three have been committed to the next Assizes by Mr. R. E. Lindell, after a protracted hearing. Mr. H. Somerset Fitzroy conducting the Crown case.

The accused committed were:—Li Shuping, master of the Tin Sang Tong medicine shop, 77 Wing Lok Street; Le Yuen, his son, and Young Wu, a fooki. Another fooki, Li Wai (fourth accused) was discharged.

Chief Detective-Inspector A. N. Reynolds had charge of the case.

PROGRESS AT ROUND TABLE PARLEY.

Preliminary Clearing of the Ground.

SOVEREIGNTY OF PRINCES.

Rugby, Yesterday.

Encouraging progress has already been made by the sub-committee number one of the Round Table Conference, which is dealing with questions of federal structure. The problem presents so many issues that are more or less correlated, that the preliminary clearing of ground was essential. This has been effected in the course of an extremely business-like discussion, during which certain specific questions took shape. For instance, what are to be the component elements of federation, and whether it is to be states and provinces or states and British India, will there be two Chambers or one, and will States representatives sit in one or both; again, should there be federal authority dealing with all subjects, or should there in addition be an authority dealing with British India subjects only, and in such case, which would be federal and which British India subjects?

Further questions requiring consideration relate to the powers of the executive and the legislature, of the one to the other, whether there should be an executive responsible to both Houses and the fate of the present House, and their jurisdiction.

Paramountcy. Another subject for consideration is the sovereignty of the Princes. They drew attention to the paramountcy question to the fact that in the States the subjects are not British subjects and to the necessity of co-equal partnership among the other related points. Having drawn up this list of questions to be dealt with broadly on the foregoing lines, the sub-committee began an examination of a provisional list of subjects of common concern as between British India and the Indian States, on which detailed consideration can begin.

These subjects, which tentatively be regarded as federal subjects, include shipping and navigation, light houses and buoyage, port quarantine, salt, currency and coinage banks, commerce, including banking and insurance, trading companies, and other associations, control, and cultivation and manufacture of opium and its sale and export, contract of petrol and explosives, geological survey, inventions and designs copyright; emigration from and immigration into India, and inter-provincial emigration, traffic in arms and ammunition, Indian survey, metrology, census, and statistics, federal services, immovable property of the federal Government, and public service commission.—British Wireless Service.

IMPROVING LATER.

To-day's weather report from the Royal Observatory states: A strong anti-cyclone, central over N.W. Korea, is moving eastward.

Strong to fresh monsoon along the S.E. coast of China and over the N. China Sea.

Forecast:—N. winds; strong, moderating slightly; overcast at first, improving later.

The American Consulate-General has received the following typhoon warning from the Manila Observatory:—

To-day, 9 a.m.—Cyclone or typhoon E. of Luzon, less than 300 miles distant, inclining northward.

Rainfall.

Rainfall to 10 a.m. to-day 0.04. Rainfall since January 1, 95.26 inches against an average of 82.03.

Temperature.

The temperature at certain specified centres this morning at 8 o'clock was:—
Hong Kong 64
Kobe 59
Pratas Island 72
Manila 72
Poochow 69
Amoy 60
Swatow 58
Chefoo 54

U.S. BUDGET SPEECH

MR. HOOVER ASKS FOR \$3,933,000,000.

"LOW" DEFICIT

\$28,000,000 FOR NAVAL BUILDING.

Washington, Yesterday. President Hoover, in his 1931 Budget message, asked for \$3,933,000,000 for the year ending June, 1932, and said that Americans could not expect a continuance of the one per cent. tax cut on the income in view of this year's deficit of \$180,000,000. He did not regard this "moderate" deficit with great concern, and confidently anticipated the restoration of surpluses with a general economic recovery and thus the absorption of any temporary borrowing.

Receipts of the 1932 estimates amount to \$4,085,000,000, and expenditure to \$4,054,000,000. \$690,000,000 will be expended on national defence, showing a decrease of nearly \$34,000,000.

He asked for \$28,000,000 for naval building, pending the negotiation of the London Treaty. This would bring the 1932 construction total to \$51,500,000. Those funds would be used to continue work on aircraft carriers and the seven eight-inch light cruisers authorised in 1929, and work on the uncompleted light cruisers and submarines now being built under the previous Congressional authorisation.

"The construction of these vessels now authorised, which is permitted by the London Treaty, should go forward without delay," said the President, who observed that the United States could build three more eight-inch vessels by 1935 under the London Pact if they so desired. But the remaining five under the 1929 fifteen ship programme have to carry smaller guns than eight inches.—Reuter's American Service.

BURGLAR GETS \$948.

It has been reported to the Police that between 8 p.m. on Tuesday and 12.30 a.m. yesterday, some person entered the premises of Messrs. Sung Lee & Co. (building contractors) at 177 Hennessy Road.

The drawer of the accountant's desk was rifled, and \$948 in money was extorted. The lock of the drawer was found to be broken.

Kowloon Robbery.

Mrs. Andrews, of 7 Hart Avenue, has reported to the Police that between 9 p.m. on Monday and 6 a.m. on Tuesday, some person entered the basement at her residence, and stole silver ornaments and clothing to the value of \$36.

Proceeds of Burglary.

The following appeared in Monday's issue of the China Mail:—Mrs. M. Kawazu, residing in Conduit Road, has reported to the Police that some person entered her residence by a verandah door which had been left open and escaped with silver and other ornaments to the value of about \$300.

In the Police report this morning it was stated that articles to the value of \$60 have been recovered in pawnshops.

Smart Detective.

A Chinese appeared before Mr. Butters in the Kowloon Magistracy this morning charged with breaking and entering a house at 148, Lai-chikok Road, and stealing a blanket and quilt.

A Chinese detective saw defendant walking near Nam Cheong Street carrying the quilt, and on approaching him, defendant bolted. He was caught, however, and when questioned stated that an unknown man had asked him to pawn them. Sentence of six weeks' jail was passed.

The population of Humbolt, on September 30, celebrated, en masse, the arrival of the Canadian Pacific special train which carried B. W. Beatty, K.C., chairman and president of the line, D. C. Coleman, vice-president in charge of western lines, Sir Herbert Holt, and other guests.

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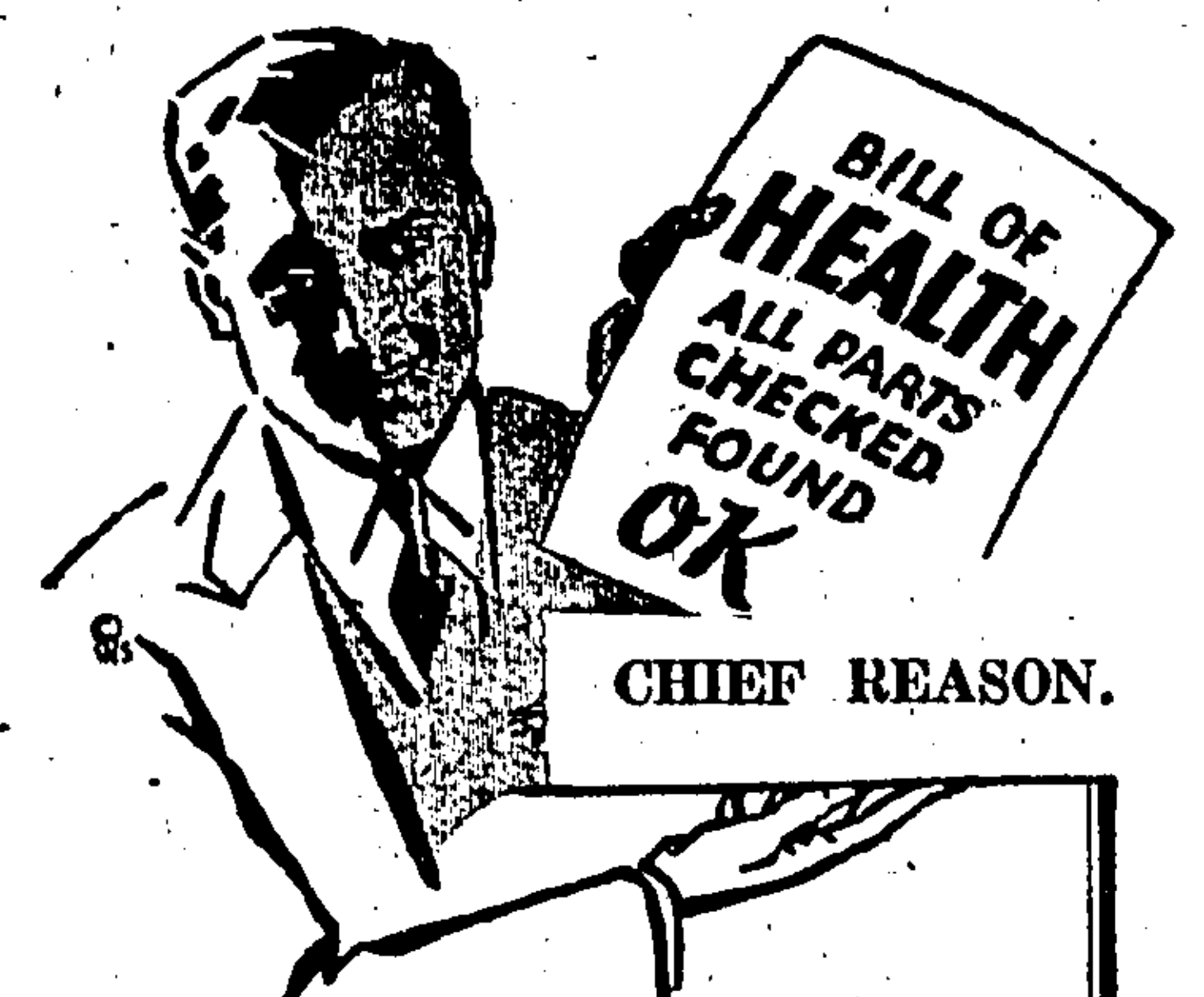
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Overland China Mail.
A WEEK'S PAPERS IN ONE.

New anti-piracy regulations, issued by the Hong Kong Government, laying the onus upon the master of a vessel that all Ordinances in this connection shall be fully observed, have caused considerable adverse comment amongst the spokesmen and the personnel of the sea-faring community. The OVERLAND CHINA MAIL reproduces the text of the regulations, together with sapient editorial comment.

The fall of the Hong Kong dollar to the lowest figure on record, 1/2 9/16, is also recorded in the OVERLAND CHINA MAIL.

A daring robbery in broad daylight, whereby the intruders escaped with over \$1,000 in loot, occurred during the week. The men, who posed as policemen, held up the manager of a Chinese boarding house, bound and gagged him, and then robbed the safe. The OVERLAND CHINA MAIL carries a full report.

An interesting case in connection with the responsibility of a carrier of shippers' cargo is also reported in full in the OVERLAND CHINA MAIL.

The feared loss of a ship on the Pratas Shoals, variously described as German, Norwegian, and Swedish, and the dramatic rush of Naval and merchant ships to the rescue, is also a feature report of the OVERLAND CHINA MAIL.

In spite of optimistic proclamations from Nanking, the cloud of strife still hovers over China. Latest information from Yunnan is that insurgents there, headed by the Iron-side leader, Chang Fat-fu, are determined to fight to the death. In the North Feng Yu-hsiang and Yen Hsi-shan are still machinating, in spite of repeated statements that they were to go abroad. All relevant dispatches are reproduced in the OVERLAND CHINA MAIL.

There is no phase of the life of the Colony or of China that does not receive attention in the OVERLAND CHINA MAIL—the weekly paper that YOU MUST ORDER NOW.

Letters to relatives and friends in India, and Canada testify to the keen other parts of the world frequently pleasure and interest its weekly fall to be written even by the most ardent correspondents. It is a

For your folks at Home to receive this weekly budget, or to keep that those away from the Colony, your absence, all that you have to do is to drop a note to the "Overland China Mail" and the word "Overland" is a reminder of the experience behind the production, it having been published since the early days of the Colony, to be sent OVERLAND of \$5.75 for three months, the because there was no Suez Canal, "Overland China Mail" will be sent Home for you every week, by which to get mail Home. In catching the mail regularly, it the march of time the "Overland contains the news and special popular weekly news budget, as it features from the daily "China Mail" that make a studied appeal to people with any interest present-day requirements, as it has whatsoever in Hong Kong, and done all along. What more could many letters from Home, Australia, be desired?

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S.S.	Tons.	From Hong Kong About	Destination.
RAWALPINDI	16,019	1930 8th Dec. Noon	Bombay, Marseilles, & London.
*ALIPORE	5,273	9th Dec.	Straits, Colombo & Bombay.
*KALYAN	9,144	20th Dec.	Marseilles, London, Hull, Rotterdam & Antwerp.
*LAHORE	5,304	27th Dec.	Marseilles, London, Hull, Hamburg, Rotterdam & Antwerp.
RANCHI	16,050	1931 3rd Jan.	Bombay, Marseilles & London.
*JEYPORE	5,318	10th Jan.	Marseilles, London, Hull, Hamburg, Rotterdam & Antwerp.
KASHMIR	8,985	17th Jan.	Marseilles, London, Hull, Rotterdam & Antwerp.
COMORIN	15,132	31st Jan.	Bombay, Marseilles & London.

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BRITISH INDIA-APCAR SAILINGS.

TAKADA	6,949	1930 5th Dec. 3 p.m.	Singapore, Penang & Calcutta.
SIRDHANA	7,745	25th Dec.	Singapore, Penang & Calcutta.
TILAWA	10,006	1931 6th Jan.	Singapore, Penang & Calcutta.
TALAMBA	8,018	15th Jan.	Singapore, Penang & Calcutta.
TALMA	10,000	3rd Feb.	Singapore, Penang & Calcutta.

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EASTERN & AUSTRALIAN SAILINGS (South).

TANDA	6,956	1930 5th Dec. 4 p.m.	Manila, Rabaul, Brisbane, Sydney & Melbourne.
ST. ALBANS	4,500	1931 2nd Jan.	
NELLORE	6,953	31st Jan.	

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The P. & O. Branch Service of steamers to London via Suez.

The New Zealand Shipping Company's steamers for Southampton and
London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN.

SIRDHANA	7,745	1930 5th Dec. Daylight	Amoy, S'hai, Moji, Kobe & Osaka.
RANCHI	16,050	6th Dec. 9 a.m.	Shanghai, Kobe & Yokohama.
ST. ALBANS	4,500	8th Dec.	S'hai, Moji, Kobe, Osaka & Y'hama.
*MIRZAPUR	6,715	9th Dec.	Moji & Kobe.
TILAWA	10,006	16th Dec. 6 a.m.	Amoy, S'hai, Moji, Kobe & Osaka.
*PERIM	7,648	16th Dec.	Shanghai, Moji, Kobe & Yokohama.
KASHMIR	8,985	20th Dec.	Shanghai, Moji, Kobe & Yokohama.
TALAMBA	8,018	24th Dec.	Amoy, Moji, Kobe, Osaka & Y'hama.
COMORIN	15,132	3rd Jan.	Shanghai, Moji, Kobe & Yokohama.
TALMA	10,000	12th Jan.	Amoy, S'hai, Moji, Kobe & Osaka.
KASHGAR	9,005	17th Jan.	Shanghai, Moji, Kobe & Yokohama.
KHIVA	9,135	24th Jan.	Shanghai, Moji, Kobe & Yokohama.
MALWA	10,980	31st Jan.	Shanghai, Moji, Kobe & Yokohama.

* Cargo only.

All dates are approximate and subject to alteration without notice.
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Estimates furnished on application.
Hong Kong, April 3, 1931.

R.101 DISASTER.

DECORATIONS AND GIFTS FOR
FRENCH.

TOWNS HONOURED.

London, Yesterday.
The British Ambassador, Lord
Tyrrell, visited Beauvais to-day to
present decorations and gifts awarded
to those who, in various ways,
assisted on the occasion of the dis-
aster to the R.101.

The decorations granted by the
King, and the insignia of which
were presented to-day, included
Knighthoods of the Order of the
British Empire to Monsieur
Couche, the Secretary General of the
French Air Ministry, and to
Monsieur Lebeau, the Prefect of
the Oise.

The Mayors of Allonne and
Peauvais, the Commandant of the
Sub-Division of Beauvais and the
Commandant of Gendarmerie of the
Oise are appointed Commanders of
the British Empire Order.

The Membership of the same
order was granted to five persons
and the Meritorious Service Medal
of the British Empire to 157 per-
sons.

The Mayor of Allonne also received
a gold watch and chain with the
Royal Arms inscribed on it. Two
doctors who attended the survivors
received silver inkstands inscribed
with the Royal Arms. Others also
received silver cigarette cases,
silver bonbon trays and brooches,
whilst several nuns received rosary
boxes, all inscribed as above.

The town of Beauvais was pre-
sented with a large silver rose
bowl, and the community of Allonne
with a large silver inkstand suit-
ably inscribed.

A cheque for £150 was presented
to the Beauvais hospital, while the
Mother Superior of the nuns at the
hospital was given a cheque for
£25.

In a letter from Lord Tyrrell to
the French Foreign Minister, he
conveys the deep appreciation of the
British Government for all that was
so spontaneously done in France to
assist the victims of the disaster
and to save the wreckage.

The Vin d'Honneur has been
given by Beauvais Municipality to
Lord Tyrrell, who was accompanied
by the Military and Air Attaches,
and movingly thanked the whole
French nation, whose courage and
sympathy had comforted the sur-
vivors, touched the hearts of the
mourners, and shown again that
the ties of comradeship uniting
the two countries during the war
remained intact.—Reuter and British
Wireless.

Dr. Eckener Attends Enquiry.

London, Yesterday.
The Graf Zeppelin's commander,
Dr. Eckener, attended the resump-
tion of the R.101 enquiry.

He and Sir John Simon entered
with arms linked. Dr. Eckener
shook hands with Squadron Leader
Booth, after which Sir John Simon
conducted Dr. Eckener to a seat
near his own, and announced that
Dr. Eckener would read all the
evidence and help his utmost in
analysing the explanations for the
disaster.—Reuter.

HONG KONG TIDE

The tide-table given below has been
obtained by aid of the Tide-predict-
ing Machine, which includes 40 com-
ponents for the better prediction of
tides, from the result of the analysis
of the tidal observations, taken at
the Kowloon tidal observatory under
the direction of Dr. Debeck during
the years 1887, 1888 and 1889.

The times and heights are given for
Kowloon; but they may be used
for the Victoria Naval Yard and
Aberdeen, the differences being very
small.

The times of high and low-water
must not be considered to coincide
with the times of slack-water and
change of current, the two phenomena
being quite distinct.

December 4 to 10, 1930.

Days	High Water		Lower Water	
	Standard Time	Height ft.	Standard Time	Height ft.
Thurs. 4	m. 8. 5. 15.1	m. 8. 33. 4.3		
Fri. 5	7. 57. 7.9	1. 47. 2.2		
Sat. 6	m. 9. 14. 5.7	m. 9. 19. 1.7		
Sun. 7	8. 37. 8.1	2. 0. 1.1		
Mon. 8	m. 10. 9. 4.5	m. 8. 17. 1.3		
Tues. 9	9. 0. 8.5	2. 44. 2.3		
Wed. 10	m. 11. 8. 4.6	m. 4. 38. 0.8		
	9. 37. 8.7	3. 14. 2.6		
	10. 14. 4.4	n. 5. 2. 0.8		
	10. 55. 8.7	3. 41. 2.7		
	11. 24. 4.3	4. 11. 2.4		
	11. 7. 8.5	4. 29. 2.9		
	2. 23. 4.3	m. 7. 13. 0.7		
		5. 3. 2.0		

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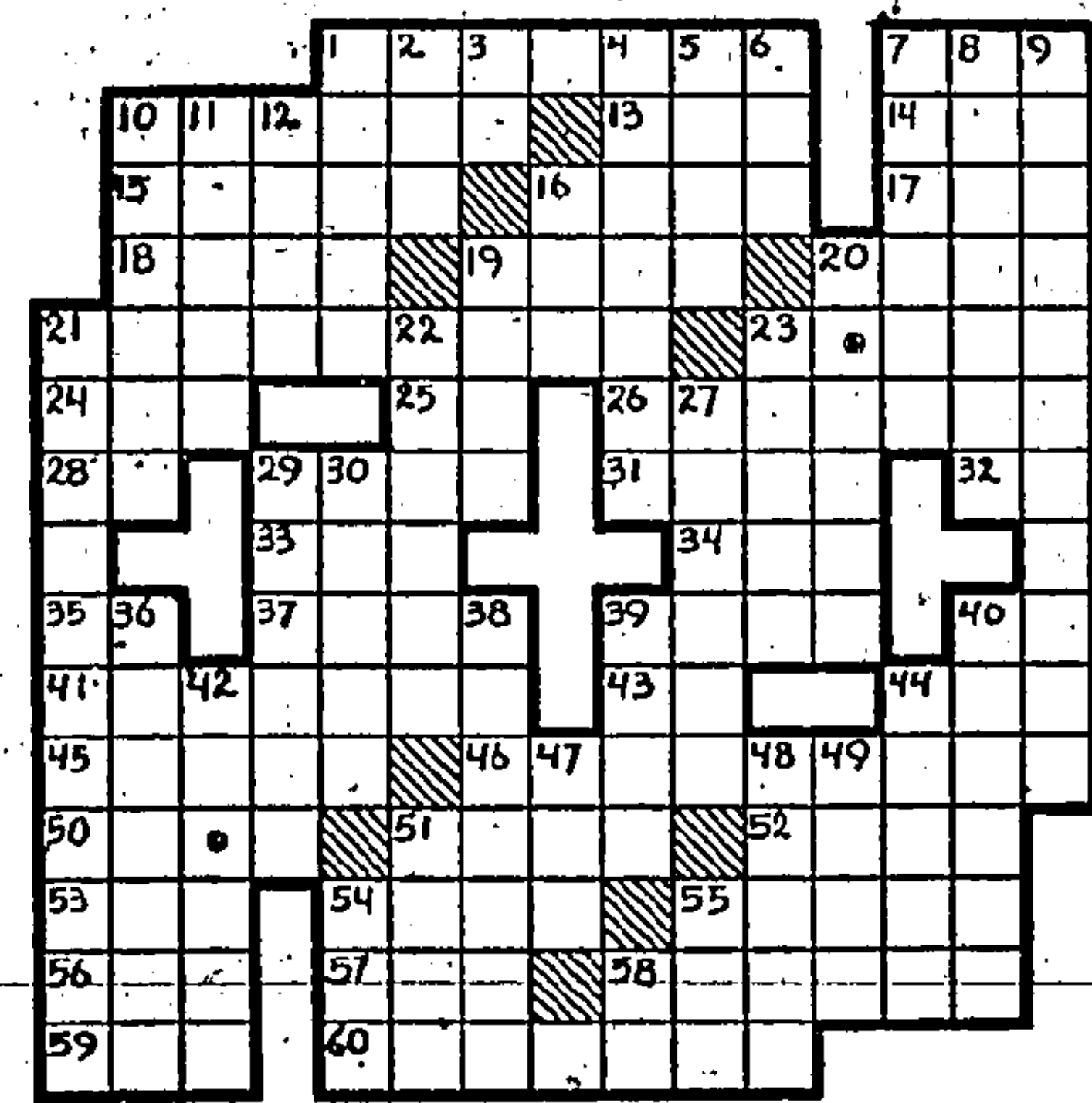
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DAILY CROSS-WORD PUZZLE.

(This cross-word puzzle has been made by an expert but
our readers are warned to look out for occasional phonetic
spellings, such as harbor, plow, and altho.)



- HORIZONTAL**
- 1—Made bars
 - 7—Medicine (abbr.)
 - 10—Divide into branches
 - 13—Female sheep
 - 14—Hall
 - 15—Choose
 - 16—Roll slowly
 - 17—Minister's title (abbr.)
 - 18—Forfeit
 - 19—Jelly
 - 20—A variable star
 - 21—Natives of Canada
 - 23—Temple
 - 24—Corroded
 - 25—Province of Canada (abbr.)
 - 26—Lettuce
 - 28—Topographical engineer (abbr.)
 - 29—Expense
 - 31—Quarrel
 - 32—Symbol for tantalum
 - 33—Headgear
 - 34—Prefix. Before
 - 35—Senior (abbr.)
 - 37—Largest continent
 - 39—Fodder
 - 40—Prefix. Twice
 - 41—Pendant ornaments
 - 43—Prefix. In
 - 44—Descendant
 - 45—Ceremonies
- HORIZONTAL (Cont.)**
- 50—Small bills of American currency
 - 51—Disorder
 - 52—Want
 - 53—Disease of chickens
 - 54—Live
 - 55—Raised platform
 - 56—Fruit of the wild dogrose
 - 57—Metal in natural state
 - 58—Sowed
 - 59—Before
 - 60—Medicine for causing loss of weight
- VERTICAL**
- 1—Cut into cubes
 - 2—Newt
 - 3—American metropolis (abbr.)
 - 4—Fate
 - 5—Wide-mouthed pitcher
 - 6—Condensed moisture
 - 7—Pertaining to the sea
 - 8—World's highest mountain
 - 9—Laying waste
 - 10—Tail
- VERTICAL (Cont.)**
- 11—Separately
 - 12—Tableland (Western U. S.)
 - 16—Wrong-doing
 - 19—Gone by
 - 20—Converted into malt
 - 21—Disaster
 - 22—Pour in by drops
 - 23—Unsteady, glaring light
 - 27—Subjoin
 - 28—Puruse
 - 30—Fertile spots in desert
 - 36—Mountain in Washington State
 - 38—Made certain
 - 39—Boys
 - 40—Covered by a bond
 - 42—Fast barren plain (Siberia)
 - 44—Continued endeavor to obtain possession
 - 47—Employ
 - 48—Go into
 - 49—Peruse
 - 51—Female horse
 - 54—In place of
 - 55—Perceive
 - 58—Atlantic seaboard State (abbr.)

(The solution of the above cross-word puzzle will appear in
to-morrow's issue along with a new cross-word puzzle.)

CONSIGNEES.

NOTICE TO CONSIGNEES.

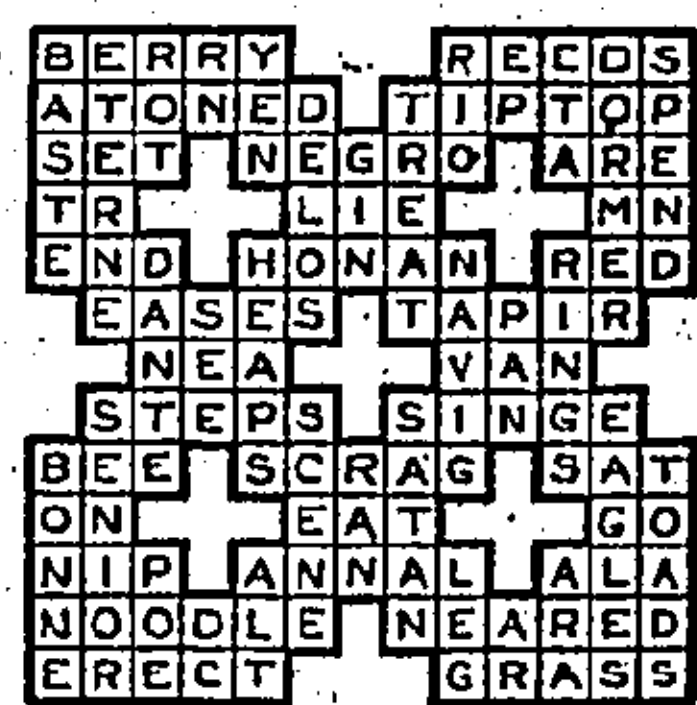
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before the 22nd instant, or they will
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Goods are to be left in the Godowns,
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Hong Kong, 1st December, 1930.

YESTERDAY'S SOLUTION

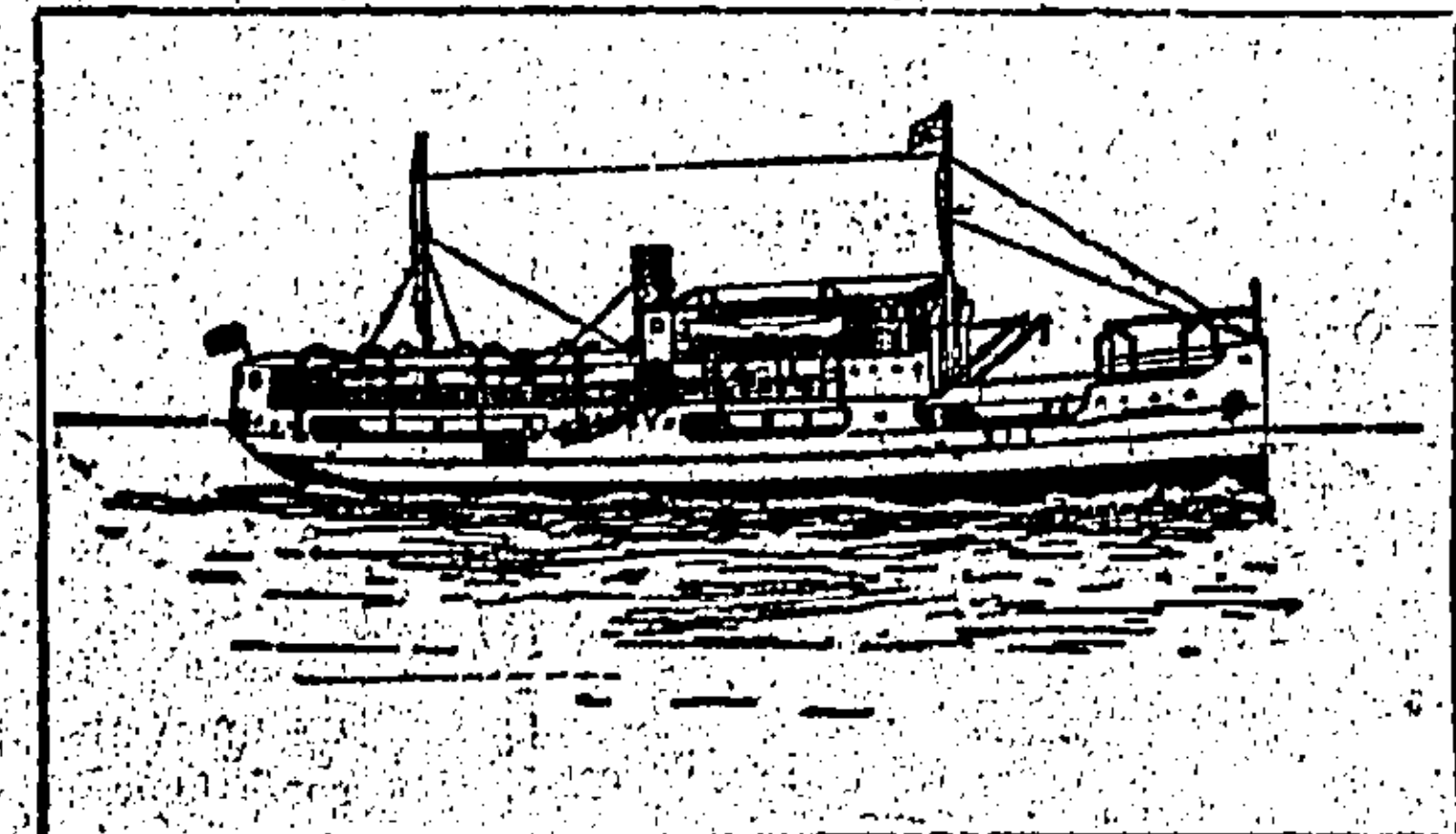


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Hong Kong, Thursday, Dec. 4, 1930.

OUR GOOD NAME.

The relations of Great Britain with the peoples of the Eastern Hemisphere, which is a question rather more political in character than economic, although it has very important economic implications, constitute one of the most vital problems with which we are confronted to-day. According to Mr. Arthur Henderson, in a recent speech, we desire peaceful relations with all countries in the East, and we seek to respect their commercial, political, and social developments. We hope by increased trade to improve and strengthen our intercourse and to build up a common prosperity. We hope also that we may each draw from the civilisation of the others those things which are of real and lasting value. We desire, in other words, that East and West should work together in peace to build up a common heritage of material and moral well-being which shall be handed down to future generations of mankind. We can have no other aim or ambition, and to that laudable end all our efforts and policies should ever be directed. If we are to succeed, we must always keep in view the conditions which are essential to the achievement of our purpose, and which we must satisfy if we are to restore that high standard of confidence among the peoples of the East which has stood to our credit for at least a couple of centuries.

It was in the midst of this national upheaval of Chinese thought and outlook that the Great War supervened. The Allied Powers appealed to China to side with them in the struggle. She responded to the call and received

over estimated. It is surely the country of the East first in importance, whether from the point of view of the area of territory which China covers in Asia, the size of her teeming population, or of her ancient civilisation. She has played an important role in the development of the wealth and power of the British Empire, and collaboration with her to-day is as important to our people as at any time in the past hundred years.

If we are to have a proper appreciation of the attitude of China, we must go back to the period of the wars of the middle of the last century. These wars were the product of the clash of the two widely different civilisations. They resulted in the building up of that treaty system under which for fifty years friendly contact was maintained between East and West to the great advantage of both. By the end of the nineteenth century, the treaty system had taken on the character of a network of foreign privilege which it became more and more difficult to justify in Chinese eyes. When to foreign privilege was added foreign aggression, friendship gave place to resentment, and resentment eventually blazed up in a wild attempt on the part of Old China to drive the foreigner into the sea. The Boxer rebellion was crushed by the armed forces of Europe, America, and Japan, and the current of Nationalism was then diverted from reaction into the path of progress. China proceeded to transform herself. She accepted the foreigner and all his ways, and sat at his feet herself to learn the secret of his strength.

The period succeeding 1900 witnessed an immense revolution of thought among the Chinese people. A new system of education on Western lines was instituted, and Chinese students thronged the universities of the Western world and America. The new era was marked in 1911 by the overthrow of the old monarchy and its replacement by a modern and up-to-date republic, at any rate, in theory. There is ample evidence to prove that this change was not a change in name merely, but a change in fact. For, substantial progress has been achieved in many directions, as can be shown by a study of the reforms which have already been effected.

It was in the midst of this national upheaval of Chinese thought and outlook that the Great War supervened. The Allied Powers appealed to China to side with them in the struggle. She responded to the call and received

in turn a promise that on the termination of the War she should be accorded in international relations the position and the consideration due to a great country. The promise was given unhesitatingly, whether or not its full import was appreciated by those Powers who subscribed to it at the time. So far as China was concerned, the intention was clear. She joined the Allied cause, consistently with her policy as a whole, with the purpose of furthering her own national aspirations at the first convenient moment. The ensuing period, though marked by the outbreak of civil war in China, which has now continued unabated since 1916, saw the rise of the Kuomintang, the Party which has since succeeded in establishing itself as the Government of China. The success of the Party may perhaps be attributed to the fact that they, more consistently than any other party in China, have denounced the Western servitudes imposed on their country, and more strenuously maintained the suppression of those servitudes as the main aim of their policy. The vicious circle was at last broken in the winter of 1926-27 by the declarations of Sir Austen Chamberlain to the effect that the British Government were ready to go as far as possible to meet the legitimate aspirations of the Chinese nation and that they disclaimed any intention of forcing foreign control on China. This recognition of Chinese claims has unquestionably resulted in a marked enhancement of the good name of the British in China.

News in Brief.

One case of typhoid fever, one of diphtheria and one of cerebrospinal meningitis were notified yesterday.

A Chinese was fined \$10 in the Kowloon Magistracy this morning for stealing a basket of grass from a garden off Prince Edward Road.

A 13-year old student of Yaumatei Government School named Lau Kaiting was knocked down and killed by a motor bus while playing outside the school yesterday.

The marriage arranged between Leo Well, of "Alberose," Pokfulam, and Veronica Marjory Jefford, of 17 Prince Edward Road, Kowloon, will take place in the Jewish Synagogue on January 4.

The annual exhibition of the Hong Kong Art Club is advertised elsewhere in our columns to be held on December 10 and 11 at Lane, Crawford's restaurant front room from 10 a.m. to 7 p.m.

Mrs. J. Othen will speak on "The Golden Verses of the Pythagoreans" at the usual fortnightly public lecture of the Theosophical Society (Hong Kong Branch), 7, Queen's Road Central, to-day at 6 p.m.

The forthcoming wedding is announced of James Edwin Auvaugh, residing at the Kowloon Hotel, to Rose Rawlinson, No. 28, Harrowby Road, Seaford, Liverpool, who is travelling to Hong Kong on board the s.s. Kashima Maru.

The reports of the Inspector General of Police and the Acting Auditor for the year 1929 has just come to hand—27 days before the dawn of 1931. We hope to find time to peruse them before the 1930 reports come to hand.

Suffering from opium poisoning, alleged to be self-administered, Chau Kee-po (81), of 81 Yee Woo Street, was yesterday removed to the Government Civil Hospital. His condition is stated to be not serious.

The manager of the Texas Company at Glandor's Bay, according to the Police, has notified the Water Police Station that a fire broke out in a shed at Kwai Cheung village, and that a child was seriously injured.

The management of the Wing Sing Knitting Factory, Sai Yeung Choi Street, have notified the Police that during the past week they have either hid, stolen from them, or lost, spare parts to their knitting machines to the value of \$250.

Alleged to have been attacked by a body of men at the Kowloon Godowns yesterday, a Chinese named Kwok Tin, a tallyman, residing in Reclamation Street, was taken to the Kowloon Hospital suffering from injuries to his left arm.

LORD BIRKENHEAD'S LAST BOOK.

"Turning Points in History."

NEW LIGHT ON WAR.

To the late Lord Birkenhead history was much more than the scientific sifting of that dust of circumstance called facts. He knew, for example, that the popular conception of a politician, though without any real root in reality, may be a more potent influence for good or ill (or both) than all the man actually was or did. The spectre of the political Brocken may be much larger and more impressive than the personage whose shadow it is on the colling mist. So we find him emphatically declaring "The writing of history is an art rather than a science, the art of compelling human figures to stand out from dry documents and dusty folios, and to tell, as far as possible, and for all that it is worth, their own story."

In his last book, "Turning Points in History" (Hutchinson, 21s. net), he deals with critical episodes in the light of this admirable definition. He did not live to correct the final proofs of some of its chapters; so that he must not be blamed for one or two minute mistakes in the treatment of events remote in space and time.

After all his massive common sense always enables him to find the right road in the solution of historical problems, though his description of what may be called the scenery on either side may not always satisfy the expert with a knowledge of exact detail. The book is Birkenhead from cover to cover, or, to put it in other words, he himself is the dominant personality from first to last in his portrait gallery.

Pursuit of Victory.

In the last six chapters he is concerned with vital events and pivotal persons in the Great War, and here his first-hand knowledge of what happened at the front and at the back enable him to tell us much that is new as well as true.

For example, where he tells us (p. 217) that the then Sir Douglas Haig, "that quiet fighter and thinker" was confident that the end would be reached in 1918 and refused to let the British Expeditionary Force sit tight and be destroyed by ceaseless erosion, till provoked by American arrival, he tells us outright who was the military leader.

He was, almost vehemently, supported in council and in action by the Sovereign. There are many who, even to-day, are obsessed by the thought that victory was unnecessarily hastened. To his Majesty of England and Earl Haig is due the energetic pursuit of victory in 1918, and the termination of hostilities just as soon as the aims of the Allies had been realised.

Kitchener had said that the side which brought the "last million men" into the field would win, and there were personages at the back who thought that his last million should come from America. They did not foresee, as Earl Haig foresaw, the dangers that lurked in delay, to say nothing of the thousands of lives which would be lost by attrition. The notion that the German offensive of March, 1918, was "a last desperate throw of an almost ruined gambler" misled them into thinking the Allies could safely mark time until all the Americans had arrived and learnt how to fight. In point of fact, as Lord Birkenhead insists, the German High Command had every reason to believe that such an offensive could not fail.

The Fifth Army.

Justice is done to the part Kitchener played in preparing the road to victory. Lord Birkenhead recalls the occasion when, as Director of the Press Bureau, he submitted to the Secretary for War the communique as to the issue of the Battle of the Marne. The epithet used to describe the Allies' success was

A Chinese girl, 12 years of age, was admitted to the Government Civil Hospital suffering from scalds to her head and hands, which are stated to have been caused by upsetting a pot of hot tea at 12 Lyndhurst Terrace. Her condition is not serious.

Last night saw the close of a successful season of Miss Dot Faye's presentation of Madame Dauphin-Desmond, the illusionist, clairvoyant, and magician, and "The Floradora Syncopaters." The programme, which was long and interesting, was featured by the appearance of harem beauties, and a clever exhibition of the tarboosh-rear art. Madame Dauphin-Desmond displayed great skill in her many items, which included escaping from chains and handcuffs, finding hidden articles, and spook séances. The Syncopaters enlivened the entertainment with their jazz numbers.

"Important!" Kitchener ran his pen through it, and substituted the word "decisive."

Lord Birkenhead never underrated the influence of women in the lives of men and in his own. So we find him paying a new (and true) kind of tribute to the work done by our women in the war.

There was a moral aspect to the affair more effective than was possibly appreciated at home. There was something inexpressibly cheering to the man at the front in the appearance of his womenfolk so close behind the line. The women of the French countryside—small blame to a race of tried heroines—were rarely ornamental. In the workmanlike—yet still feminine—appearance of his own girls, the British soldier found yet further cause for the national pride which was his mainstay.

The chapter entitled "The Triumph of the Fifth Army" is an almost passionate vindication of the heroic resistance in the Spring of 1918 of that attenuated line and its far-sighted and resolute commander. Mr. Lloyd George's discussion of the affair in the House of Commons is shown to be a tissue of incorrect information tacked together by misunderstanding. "If one soldier more than another was responsible for our victory in that year," thus this plea for justice concludes, "that soldier was General Gough."

Disarmament Clauses.

In the chapter entitled "Foch and Clemenceau" we are warned against dismissing as baseless the warnings of "Le Pere Victoire" that General von Seeckt's praise of the "small professional army" is pure bluff and that the determination to transform the Reichswehr into a Rahmen-Armee (frame-army) is a serious matter.

Here is Lord Birkenhead's comment.

"As regards disarmament, if the writer (Clemenceau) overstates his case, there is a solid gravamen of truth in his utterances. No one who has been allowed behind the scenes in Germany could deny the importance of the various semi-military organisations such as Stahlhelm, Consul, and others, or will shut his eyes to the various attempts to evade the disarmament clauses in the Treaty.

Moreover, the very important experimental work being undertaken in Germany in connection with small arms has passed unnoticed in our own Press, perhaps because we ourselves are busy in experiments with mechanisation and tanks. The effort which at sea produced Ersatz Preussen is being actively pursued on land, and may well have in store some unpleasant surprises in another European War."

Historians admit that the light of the Great War has illumined many historic struggles of the nearer and further past. It is so with all the earlier chapters of this remarkable book, which does not confine itself to decisive wars, but deals (always with freshness and originality) with "The Conversion of St. Paul" (in which Mr. Bernard Shaw is roughly handled), "Magna Carta," and "The Reformation." This book is the last work of a robust many-sided mind, with the courage of its convictions, and a worthy memorial of forcible personality.—Morning Post.

DO-X RUMOURS.

NO BILL PRESENTED TO THE COMMANDER.

GERMAN THANKS.

Rugby, Yesterday. A question referring to alleged reports in the German Press in connection with the visit of the German flying boat DO-X, was answered in the House of Commons by the Under-Secretary for Air, Mr. F. Montague. He stated that no bill of expenses was presented to the Commanding Officer of the DO-X and the Air Ministry had received an expression of the German Government's appreciation for the courtesy shown.—British Wireless Service.

TRAIN TRAGEDY.

COLLISION AT LEVEL CROSSING IN LENINGRAD.

MANY KILLED.

Moscow, Yesterday. Twenty-eight persons were killed and 19 injured as the result of a collision of a tramcar with a train at a level crossing in Leningrad.—Reuter.

The Province of Saskatchewan has recently adopted a winter egg-laying test similar to that started in Alberta. Each year shows a growing demand for the hatching eggs, baby chicks and cockerels from approved and certified birds that have shown their ability to produce satisfactorily during the winter. Hatcheries requiring large quantities of high-quality hatching eggs are also interested in the growth of the approved flock. In order that they may be assured of an ample supply of eggs from Government inspected flocks.

LIGHT OPERA.

"YEOMEN OF THE GUARD"
IN HONG KONG.

EARLY BOOKING.

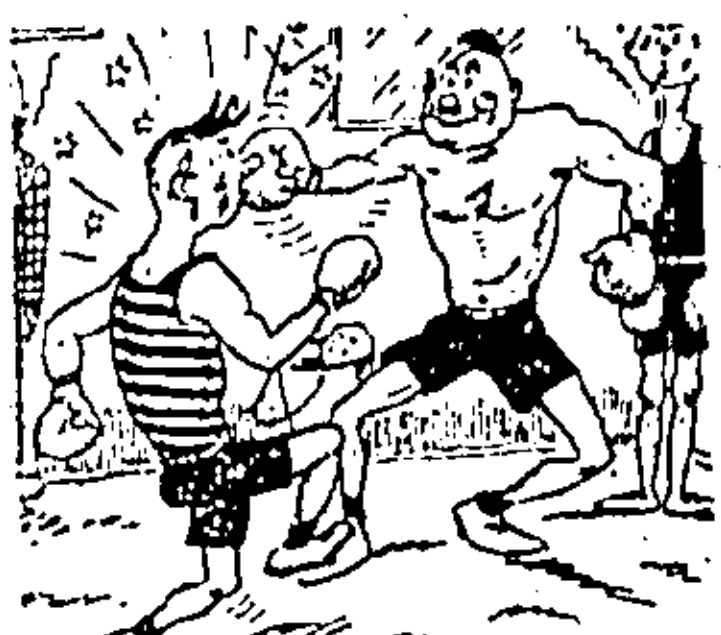
Booking for the opera "The Yeomen of the Guard" is now open at Anderson's, and our readers are advised to book early as the best seats are rapidly going.

The production represents the ninth opera produced since the Philharmonic commenced performing light opera in 1924, and there can be no doubt in the mind of any one who has seen the rehearsals that the coming production will maintain the best traditions of amateur art on the stage.

Gilbert and Sullivan has always been regarded as ideal matter for amateur Societies, firstly because there are no technical difficulties in the vocal score which put the leading parts beyond the reach of a good well-trained voice, and secondly because the natural stage settings and the quality of the libretto materially assist comparatively inexperienced players in projecting the personalities they portray across the footlights. Dramatic critics frequently write of stage productions that the entire burden of success has been borne by one man who has made a character "live" from his own imagination—who has in fact, presented to the audience a living portrait of a personality never even conceived by the author.

There is no need for this type of success in "The Yeomen of the Guard" the story of "A Merryman and His Maid" Gilbert has told in this opera a story that might appear with the necessary allowances for the time we live in as a true record of life to-day.

There is a wonderful example of dramatic irony in a short scene in the second act where Phoebe and Shadbolt almost simultaneous-



Tutor: "You must parry better."
Pupil: "But your arm is always in the way."—Hummel, Hamburg.

ly, though under different stresses, disclose their respective secrets, and the quicker-witted Phoebe is forced to stave off the disaster of Wilfred in his jealousy, incriminating them both of falsehood, himself of being a lying braggart and Phoebe of complicity in a condemned sorcerer's escape, by offering Wilfred her hand. But dramatic irony of the finest texture is woven throughout the entire libretto.

Gilbert and Sullivan is opera justifying itself, not as dramatic music for the concert hall, but as musical drama for the stage. The most elaborate staging and lighting effects cannot always conceal the extreme poverty of non-musical matter in so many Grand Operas. On the other hand Gilbert and Sullivan requires no operatic "stars" and no Reinhardt behind the scenes to unfold itself as opera created by artists fully conscious of the possibilities of even the smallest theatres and least experienced players, and determined not to ignore the limitations imposed by considerations of true dramatic art upon the largest and most skilful organisations.

REUTER'S ERROR.

REPORT OF A BETROTHAL
CONTRADICTED.

Shanghai, Yesterday. The Kuo Min News Agency is "authoritatively informed that the Press report of the engagement of Chang Hsueh-liang's sister with Mr. Soong Tse-an is untrue."—Reuter.

[A Shanghai message from Reuter's agency on Tuesday stated:—The Evening Post learns that Marshal Chiang Kai-shek who came to Shanghai on Saturday and returned to Nanking on Sunday evening, arranged during his visit the betrothal of the younger sister of General Chang Hsueh-liang to Mr. Soong Tse-an, the brother of Madame Chiang Kai-shek and Mr. T. V. Soong.]

The British Ambassador at Rome, through the Royal Ministry of Foreign Affairs of Italy, has been advised that Italy intends to participate in the World's Grain Exhibition and Conference at Regina in 1932. Countries so far lined up are: Peru, Yugoslavia, Guatemala, New Zealand, Czechoslovakia, The Netherlands, Poland, Belgium and Italy.

NOT INQUISITIVE!

OPIUM GIVEN BY DEAD
SISTER.

PACKAGES NOT OPENED.

Some exceptional features were divulged in an opium case which came before Mr. R. E. Lindsell in the Central Magistracy, this morning, in which a Chinese woman was the defendant. She pleaded guilty to the unlawful possession of 81 tins of illicit opium at 28, High Street.

Defendant pleaded that her elder sister, who has since died in the country, gave her the opium in a packet. She did not trouble to see what was in the packet even after her sister's death.

Revenue Officer A. W. Grimmitt told his Worship that three packets were concealed in the roof beams, two packets in the panels, and one in a wash-stand. There were also several boxes with false sides on the floor, and also many false corners of which the defendant was unaware. A quantity of opium paper was discovered under her bed.

His Worship imposed a fine of \$2,000 with the alternative of six months' hard labour.

SIR I. ISAACS.

CONGRATULATIONS ON NEW
APPOINTMENT.

GRATEFUL TO KING.

Rugby, Yesterday. Sir Isaac Isaacs, who succeeds Lord Stonehaven, has played an important part in the public life of Australia, and was a member of the Convention which framed the Commonwealth Constitution. Since his appointment as a Justice of the High Court he has given special attention to constitutional questions.

Replying to the congratulations of the Sydney Bar in the High Court this morning, Sir Isaac Isaacs replied, "I am humbly and dutifully grateful to my beloved King for the very high honour he has graciously conferred upon me. I trust I shall be worthy of it."—British Wireless Service.

SIMPLON TUNNEL.

CENTENARY CELEBRATIONS
NEXT YEAR.

Switzerland will next year celebrate the twenty-fifth anniversary of the opening of the famous Simplon tunnel, which underlies the route Napoleon constructed for marching his troops into Italy.

The precise date will be June 1, 1931, and a bronze tablet will be affixed at the entrance to the tunnel commemorating the event.

The construction of the tunnel provided an entirely new route for people of western Europe desirous of visiting Italy and the Near East.

HOWLING SUCCESS.

SAXOPHONIST WHO PLAYED 11
HOURS WITHOUT A STOP.

Having played his saxophone for 11 hours continuously before a jury of municipal officials in Rochefort, M. Roman Begulauskis is claiming a new world's endurance record.

During his musical feat he stopped only for one minute every hour, and neither ate nor drank.

ROCKEFELLER GIFT.

A MILLION DOLLARS TO AID
UNEMPLOYMENT.

New York, Yesterday. Mr. John D. Rockefeller and his sons have given \$1,000,000 to



Mr. J. D. Rockefeller.

the Emergency Unemployment Committee of New York City. Reuter's American Service.

MALARIA FEVER.

SERIOUS EVIL ON NAVAL
STATIONS.

ADMIRAL'S VIEWS.

In spite of the progress of medical science malaria continues to be a serious evil on several of our naval stations. Writing to the Times, Admiral Sir William Henderson pointed out that while drill will resist the mosquito bite; while duck will not, a fact, he suggests, evidently not realised at the Admiralty, judging by a Fleet Order promulgated not long since. Admiral Henderson has had long service on mosquito-infested stations, and, therefore, as he says, he speaks from experience. Once again the practical sense of the "simple sailor" is to the fore. The able medical men on the staff of the Naval Medical Department have long studied, and are still studying, the problem of how best to deal with the malarial poison. Admiral Henderson points out that the best way to deal with it is to prevent the mosquito injecting the poison at all, so far as this is practicable. The older naval generation will recall the time when the Mediterranean Station was regarded as more deadly than the West Coast on account of Malta fever, and how the cause of this malignant malarial defied the scientists until—at least, so the story runs—some "simple sailor" suggested that dirty goats' milk might have something to do with it.

Let us not be misunderstood as seeking to minimize the inestimable value of the work done by the naval medical profession in the prevention and cure of tropical diseases. The moral of Admiral Henderson's letter is a perfectly simple one—begin at the very beginning, as Mrs. Glass taught us to do in her famous recipe for making hare soup. Science, of course, has to depend largely upon theory, and it tends to ignore the elementary. The difference between drill and duck would scarcely occur to the scientific mind as a discovery in connection with the prevalence of malaria on mosquito stations. It is too easy—Naval and Military Record.

CHEAPER LIVING.

GERMAN ACTION TO REDUCE
FOOD PRICES.

Berlin, Nov. 11. With the keenest interest shops were watched this morning to see the effect of the Government's action in securing from the Associations of Master-bakers and Butchers a pledge to reduce prices by 8 and 5 per cent. respectively. Ordinary bread has been effectively reduced 8 per cent., or 4 pennings per a 50 pennings loaf. All other kinds of bread and rolls are unchanged. Beef, veal, mutton and poultry prices show no change. Pork shows a 5 per cent. fall in a few shops, but is unchanged in most.

Shopkeepers are busy explaining to customers that but for the Government's interference pork would have been 5 per cent. dearer to-day, so that the 5 per cent. reduction has been applied though prices remain as they were.

The Government's next onslaught will apply to milk and potatoes. But without legislative powers the Government can only induce tradesmen to agree to a fall in prices in principle but cannot regulate the application of that principle nor prevent juggling with hypothetical rises.

Berlin, Nov. 12. The Press universally welcomes the drive for general price reductions, which will be directed by what has quickly become known as the "Food Directorate," with Chancellor Brüning as chairman, and composed of Federal and Prussian Ministers in addition to the Reichsbank Governor, Dr. Luther.

The Berliner Tageblatt and other newspapers appeal to the new body not to allow itself to be influenced by vested interests, and to use all legislative and administrative powers to eliminate part of the high middlemen's profit, and to break up the public and private monopolies.

PARLIAMENTARY DEADLOCKS.

King Carol's Message to Opposition
Leaders.

Bucharest, Nov. 12. In order to end the Parliamentary deadlock, King Carol sent a private secretary to the leaders of both Opposition Parties, Mr. Bratianu of the Liberal Party and Mr. Averescu of the People's Party, to convey the King's desire that the Opposition return to Parliament and take an active interest in political life. It is expected that the King's unusual step will be successful.

The United States Junior Chamber of Commerce National Convention to be held in Des Moines, Iowa, in June, 1931, is to organize a post convention tour to Winnipeg, led by the national president, Dunward Howes of Los Angeles.

NEW ADVERTISEMENTS

HONG KONG ART CLUB.

THE ANNUAL EXHIBITION will be held in Lane Crawford's Restaurant (front room) on December 10 and 11.

The Exhibition will be open from 10 a.m. to 7 p.m. Admission 50 cents.

(Mrs.) N. BROWN,
Hon. Secretary,
176, The Peak.
Hong Kong, December 4, 1930.

EXHIBITION.

EXHIBITION of Dinner Services, Tea Sets and other domestic china of the well known manufacturers, William Rao, Kobe, at Komor & Komor for five days only.

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NOTICE TO CONSIGNEES.

Steamer, "MONCALIERI"
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CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 4th December, 1930.

No claims will be admitted after the Goods have left the Godown, and all Goods remaining undelivered after the 10th inst. will be subject to rent.

All claims against the vessel must be presented to the Underigned on or before the 20th instant or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 10th instant at 10 a.m. by our surveyors, Messrs. Goddard & Douglas.

No Fire Insurance has been effected. Bill of Lading will be countersigned by

DODWELL & CO., LTD.,
Agents.
Hong Kong, 4th December, 1930.

LLOYD TRIESTINO NAV. CO.
NOTICE TO CONSIGNEES.

Steamer, "GANGE"
From Trieste, Venice, Brindisi, Port Said, Aden, Bombay, Colombo and Singapore.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hong Kong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

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G. R.
PUBLIC AUCTION.

PARTICULARS & CONDITIONS
of the Sale by Public Auction to be held on MONDAY, the 8th day of December, 1930, at 8 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of one Lot of Crown Land at Tai Kok Tsui in the Colony of Hong Kong for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Lots.	Locality.	Boundary Measurements.	Contents in Square Feet.	Annual Rental.	Upset Price.
1	At per sale plan.	18,500 sq. ft.	211	5,500	5,500

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PARTICULARS OF THE LOT.

No. of Lots.	Locality.	Boundary Measurements.	Contents in Square Feet.	Annual Rental.	Upset Price.
2	At per sale plan.	13,700 sq. ft.	30	4,500	4,500

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PARTICULARS OF THE LOT.

No. of Lots.	Locality.	Boundary Measurements.	Contents in Square Feet.	Annual Rental.	Upset Price.
2	At per sale plan.	10,700 sq. ft.	214	4,500	4,500

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DX116—Rhapsody in Blue . . . G. M. Maclean.
DB 85—Estrellita . . . E. Velasco.
5625—Little Pal . . . Terence Casey.
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1927

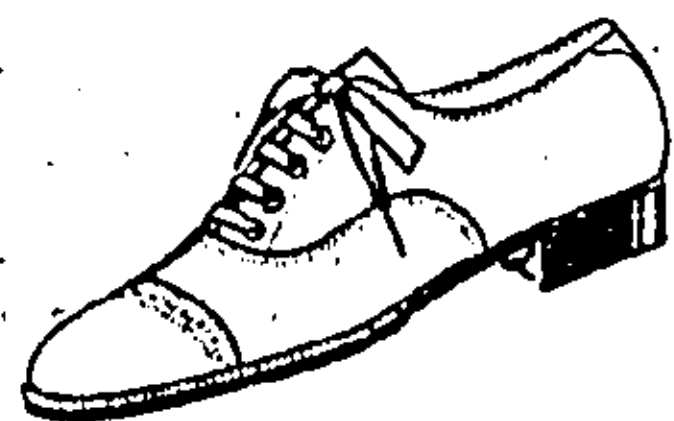
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THE WORLD'S
BEST DOLLAR'S
WORTH



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important data and direc-
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Sport Columns

ENGLISH CUP. TIES.

Gateshead Too Good for
Tranmere.

HALIFAX WIN AWAY.

Three matches in the first round of the English Cup that were drawn on Saturday were replayed yesterday.

Gateshead, with the advantage of ground, triumphed over Tranmere by the odd goal in five, thus qualifying to meet Folkestone in the second round and making their way to the third round comparatively easy.

Wimbledon, who did well to draw with Fulham on Saturday, crumpled up on the latter's ground to the tune of 6-0. Fulham now meet Halifax in the second round. Mansfield were visited by Halifax and put up a good fight, losing only by the odd goal in three. Results as cable by Reuters Agency:

Gateshead	3	Tranmere	2
Wimbledon	6	Fulham	0
Mansfield	1	Halifax	2

The revised draw for the second round, to be played on December 13, is as follows:

Gainsborough Trinity v. Southampton.
Brentford v. Norwich City.
Accrington v. Torquay.
Gillingham v. Aldershot Town or Peterborough.
Fulham v. Halifax.
Nelson v. York City.
Gateshead v. Folkestone.
Watford v. Luton or Clapton Orient.

Crewe v. Queen's Park Rangers.
Doncaster v. Notts County.
Scarborough v. Lincoln.
Newark Town v. Crystal Palace.
Bristol Rovers v. Stockport.
Walsall v. Dulwich Hamlet or Newport.

Wellington or Wombwell v. Wrexham.
Carlisle v. Tunbridge Wells.
Exeter v. Coventry.

ENGLISH LEAGUE.

Having been postponed from Saturday, on account of the unfitness of the Villa's ground, the First Division League match between Aston Villa and Portsmouth was played yesterday, resulting in a draw.

Result:—Aston Villa 2 Portsmouth 2

	P.	W.	D.	L.	F.	A.	Pts.
Arsenal	17	12	4	1	52	25	28
Wednesday	17	10	5	2	43	23	25
Portsmouth	17	9	8	2	43	27	24
Derby	17	8	6	3	40	29	21
West Ham	17	8	4	4	41	32	21
Aston Villa	17	8	5	4	40	35	21
Huddersfield	17	6	7	4	39	32	19
Leicester	17	8	2	7	39	42	18
Liverpool	17	8	2	6	39	35	18
Sheff. U.	17	5	7	6	39	31	17
Chelsea	17	7	3	7	27	23	17
Manchester	17	6	4	7	30	29	16
Middlesbrough	17	6	4	7	32	39	16
Birmingham	17	4	7	6	28	23	15
Blackburn	17	6	3	8	37	35	15
Sunderland	17	4	6	7	33	41	14
Newcastle	17	3	7	7	34	44	13
Blackpool	17	4	5	8	30	49	13
Grimby	17	6	1	10	30	29	13
Bolton	17	6	3	8	22	32	13
Leeds	17	4	2	11	33	41	10
Manchester U.	17	1	2	14	22	68	4

CRICKET.

ARMY TEAM TO PLAY NAVY.

The following will represent the Hong Kong Garrison against the Royal Navy at King's Park on Saturday commencing at 2 p.m.:
Lieut. A. H. Musson, Royal Artillery (Captain), Cpl. W. T. Davies (R.A.M.C.), Lieut. B. V. Dewar (Durie (Argyll and Sutherland Highlanders), 2/Lieut. A. C. Hamilton (South Wales Borderers), Lieut. J. Hazlewood (Royal Artillery), Capt. R. G. Lochner (South Wales Borderers), Lieut. J. K. Macfarlane (H.K.S.R.A.), L/C. R. Robson (Argyll and Sutherland Highlanders), 2/Lieut. A. J. Stocker (South Wales Borderers), Lieut. M. Waring (H.K.S.R.A.), Capt. N. Thorp (Headquarters Staff).

GOLF.

DRAW FOR THE TAGGART CUP.

Play for the Captain's Cup in the Ladies' Section of the Royal Hong Kong Golf Club resulted: Mrs. Parked qualified 97-19-78.

Taggart Cup Draw:
Byes—Mrs. Percy, Mrs. Whyte-Smith, Mrs. Cameron, Miss Stevenson, Miss Mackie, Mrs. Rodgers.
Mrs. Gilmore v. Mrs. Tate, Mrs. Pearce v. Mrs. Dodwell, Mrs. Newbigging v. Mrs. Dwyer, Mrs. Cassidy v. Mrs. Robertson, Mrs. Langston v. Mrs. Parker, Mrs. Evans v. Mrs. Stone, Mrs. Bonnar v. Mrs. Ireland, Mrs. Worley v.

RUGBY FOOTBALL. GAMMELL'S DASH WITHOUT TROUSERS.

CLUB'S NARROW WIN.

(By "Scrum Half")

The Club "A" fifteen defeated H.M.S. Medway yesterday at Happy Valley by a goal and a try (8 points) to nil, thus avenging their defeat a fortnight ago.

On the run of the game there was little to choose between the two teams. The Medway lacked initiative and the Club lacked combination and adopted individualistic tactics. In the first half the Club started shakily, yet were mostly on the offensive, but only a splendid run by Johnson, who received in his own twenty-five and dashed up-field to touch down near the posts, gave them a three point lead at half-time.

The second half was more or less a repetition of the opening stages, both packs striving manfully for an opportunity to set their respective three-quarter lines in motion. There was little to choose between the two packs. In the tight scrums the Club scrummaged high but, nevertheless, held their own. In the loose both sets of forwards were conspicuous, the Club being a little more in the limelight than their opponents.

"Feet Up."

One big fault which I was glad to see Mr. Rees handled with admirable tact was the infringement of feet up in the scrum. Previous games have revealed an unchecked fault which plays a big part in the hooking back of the ball. Only just recently I read of a Bedford player being ordered off the field for repeatedly keeping his feet up in the scrum. An unfair advantage to be gained from this trait should be quelled on every possible occasion, as the forwards are largely responsible for their side's success or failure.

The Club were pulled up twice for feet up in the scrum within striking distance of their own goal and both opportunities went unaccepted by the Naval men. More attention should be paid to the art of place kicking or even drop kicking. It is always safer to take a shot at the goal with a stationary ball than to attempt the drop kick; therefore, it demands concentration, as any man in the team may be called upon to try to add points. How many times have we heard a player shout out "Mark!" and when favourably placed what has he done with his opportunity?

Amusing Incident.

One incident occurred in the scoring of the Club's second try. Gammell cut through nicely, and easily eluded would-be tacklers, but in the course of his ten yard run he ran about six yards trouserless to touch down amid loud applause. It seemed as if an invisible hand had extracted his "rigger bags." Johnson converted to make the score eight points to nil.

Lt. Van der Byl played a robust game for the Navy, but as he was heard to say gamely: "as he was tackled after a cross field run, he is getting too old." Lt. Fawkes, at full back, was both safe and aggressive in turn. Massey, the opposing full back, was very reliable in his finding of touch and relieved his line time and again with good kicks. Allera caught the eye on several occasions, but he is too apt to hold on to the ball too long. Early attempts at break throughs make a person a marked man, and further attempts often prove fruitless. Admitted that he frequently looked dangerous, but he should have loosed the ball more than he did. Gammell was always in the picture, when the forwards got going. He is fast and knows when to pass and is always up with the ball, whilst his tackling is a pleasure to watch. Kerr played a sterling game in the loose and was unfortunate in not scoring in one of the forward rushes. The teams lined up as follows:

Club—B. P. Massey, J. W. Johnson, D. F. Kilby, G. Allera, W. Harris-Walker, J. W. King, I. H. M. Macrae, E. B. Gammell, H. M. Ford, H. D. Clydesdale, R. Watson, W. P. Kerr, A. D. Coppin, B. L. Stock and W. B. Andrews.
Medway—Lt. Fawkes, Lt. Van der Byl, Lt. Woods, Lt. Comdr. Ruck-Kemper, E. A. Northwood, A. B. Thomson, Lt. Taylor, Sub. Lt. Curdie, E. A. Wilkinson, A. B. Hollywood, Sig. Knight and P. O. Spring.

Mrs. Burton, Mrs. Sommerfelt v. Mrs. Wild, Mrs. Stewart v. Mrs. Ferguson.
1st Round... December 18.
2nd Round... January 2.
3rd Round... January 16.
4th Round... January 30.
Final Round... February 13.

BOXING TOURNEY ON SATURDAY.

Stoker Lake & Seaman
Dobson to Meet.

RARE BOUTS PROMISED.

We publish below the programme for the Boxing Association's tournament in the Theatre Royal on Saturday night.

The tilt-bit is the contest between Stoker Lake and Seaman Dobson, who will fight for a purse of \$400 and belt, besides a side stake of \$1,000 a side.

Lake is ex-lightweight champion of the Colony and the holder of many championships.

Dobson's principal fights are as follows:

Lost to A.R. Watson on points (15 rounds).

Beat Kid Farlo on points (12 rounds).

Beat Tug Wilson—knock out (4 rounds).

Beat Johnny Kilbane—knock out (2 rounds).

Lost to Andre Regio on points (12 points)—featherweight champion of France, fight taking place in Algiers.

Our Sports Diary.

LOCAL.

Hockey—To-day—Y.M.C.A. v. Argyle, King's Park, 5 p.m.; Club v. Army, U.S.R.C. Ground, 5 p.m.

To-morrow—Club "A" v. Argyle, Club Ground, 5 p.m.

Saturday—Y.M.C.A. II. v. H.M.S. Bruce, King's Park, 4 p.m.

Rugby Football—To-day—Small Ships v. South Wales Borderers, Sookunpo, 4 p.m.

Saturday—Club v. South Wales Borderers.

Lawn Tennis—To-day—Ladies' Open Doubles Championship—Semi-Finals.

Monday—Ladies' Open Doubles Final, U.S.R.C.

Football—To-day—Referees' Association Meeting, 5.30 p.m.

Saturday—First Division: St. Joseph's v. Borderers; Argyle & Sutherland Highlanders v. Royal Artillery; Police v. Club; Recreio v. Chinese; Navy v. Kowloon; Second Division: Navy v. Borderers; St. Joseph's v. Chinese; Royal Artillery v. South China; Club v. Argyle & Sutherland Highlanders; University v. Kowloon; Recreio v. Eastern; Third Division—R.A.O.C. v. Fokien.

Racing—To-morrow—Entries close for Steeplechase Meeting, Kowloon.

Saturday—Twelfth Extra Race Meeting.

Monday—Entries close for Thirteenth Extra Meeting, noon.

December 13—Thirteenth Extra Race Meeting.

December 21—Fanning Hunt Club's Steeplechase Meeting.

February 15—Fanning Hunt Club's Steeplechase Meeting.

January 15—Fanning Hunt Club's Steeplechase Meeting.

Chess—To-morrow—Kowloon Chess Club Championship.

Golf—Saturday and Sunday—K.G.C. Captain's Cup.

Sunday—R.H.K.G.C. Championship (first and second rounds).

December 14—K.G.C. Championship Semi-Final.

December 15—Annual Meeting R.H.K.G.C. Jardine, Matheson's Board Room, 5.30 p.m.

Boxing—Saturday—Tournament, City Hall, 8 p.m.

Cricket—Saturday—Division I—Craigengower C.C. v. Civil Service (I.); University v. Kowloon C.C. (F.); Garrison v. Royal Navy (F.); Division II—Civil Service v. Craigengower (L.); Hong Kong C.C. v. Royal Signals (L.); Police v. University (F.); Indian R.C. v. R.A.S.C. (F.); Kowloon C.C. v. Recreio (F.).

Ping Pong—Saturday—Exhibition Games and Distribution of Prizes, Chinese Y.M.C.A., Bridges Street.

HOME.

Football—December 18—English Cup—Second round.

Beat Benny Sharkey on points (15 rounds).

Navy and Army Champion, 1930.

Beat Sid Smith—knock out (9 rounds).

Benny Sharkey recently beat Kid Socks and Teddy Baldock and is right at the top of the tree at the moment in Britain.

The men have finished training and they are fit and well, being trained to the minute. Both have been backing themselves, which shows that both are confident, so patrons are assured of wonderful boxing.

Supporting Bouts.

The ten-round supporting contest is just as good. Begbie has a wonderful record, and has fought such men as Cartledge and Crichton to draws. The latter pair are well known here, so the public can see what class Begbie is in. Signalmen Morris, who meets him, is the ex-welter and middle-weight champion of the Colony and winner of the Navy and Marine Championship, 1930.

The programme is as follows:

15 Round Contest for the Lightweight Championship of the Colony and the Belt:—Stoker Percy Lake (H.M.S. Berwick), ex-Lightweight Champion of the Colony v. A.B. Dobson (H.M.S. Thracian), Featherweight Champion of Navy and Marines, 1930.

10 Rounds Contest at 150 lb.—A.B. Begbie (H.M.S. Berwick) v. Stinkie Morris (Royal Navy).

8 Round Lightweight Contest:—

SPANISH ENTHUSIASM FOR BOXING

CARNERA—UZCUDUN

JEFF DICKSON HOPING TO BEAT
EUROPEAN RECORD.

JEWISH PROWESS

(By Trevor C. Wignall.)

Many Spaniards to-day lament the fact that bull-fighting, their national sport, is a decayed and dying industry. The blame is laid chiefly on the Soccer football, which has spread all over the country, but information given me by Mr. Jeff Dickson within recent days suggests that Soccer may now have to bow to fighting, writes Trevor C. Wignall in the Daily Express in mail week. Last week Mr. Dickson experimented with a fight between bantam-weights in the magnificent new stadium at Barcelona. He expected a very moderate crowd, but to his astonishment, over 40,000 people paid for admission. He does not attract gatherings like that even in Paris.

New Craze.

Spain appears to be all ready to go crazy on boxing. At Barcelona, Primo Carnera the Italian mammoth, meets Paulino Uzcudun, the Basque, and Mr. Dickson tells me that he is making preparations to cater for a crowd of about 100,000. If this happens he will easily break existing records for Europe, and he will come very near to touching American records. It was stated when Gene Tunney fought Jack Dempsey at Chicago that the number of men and women at Soldiers Field totalled nearly 150,000, but that, of course, was an exaggeration. There had never before been so many spectators at a fight, but as the Barcelona Stadium, which incidentally has one of the finest football grounds in the world, can hold about 170,000 for a boxing tournament, it is just possible that Mr. Dickson is in for yet another surprise.

The fight will take place on a Sunday afternoon, and as the Spanish regard Uzcudun as one of themselves—much to the disgust of those who claim that he was born in a French part of the Pyrenees—real local interest will naturally be aroused.

Varying Customs.

Even in Spain they have heard about little Primo, who arrived in his homeland on Monday, and it is among the anticipations that he will draw all the Italians now resident in and around Barcelona. They have quaint ways of exhibiting disapproval in this city. The onlookers combine in a shrill whistle that is penetrating enough to burst the drums of the ears. When this fails they pick up the cushions on which they sit and hurl them into the ring.

Recently, when Al Brown fought a Spaniard named Girondes, the bout had to be stopped because the boxers were knee-deep in cushions. Somebody had done something that displeased, and instantaneous, even from the highest tiers, came a shower of cushions. I am assured that they can make quite a dent in the back of the neck when they land fairly, and one of the precautions Mr. Dickson is taking for the next fight is to enclose the newspaper men, who will be nearest to the ring, in a case of

chicken wire. He probably cannot do as much for the expensive customers in the ringside seats, but he is determined that the writers shall not be included among the casualties, and that it will not be found necessary to convey any of them to hospital.

Carnera's Future.

After this battle with Paulino, which will be one of the toughest of his disturbed career, it is intended that Carnera shall have further contests in Berlin, Paris, and London. Who will be discovered to oppose him in London is rather a mystery, but Charlie Smith, who deserves to be known as the best of our present crop of heavy-weights, has been mentioned. I do not think he would stand much of a chance with the giant, nor do I believe that Eliazar Rioux, the Canadian, would be a good choice. It was Rioux, who was knocked out by Carnera at Chicago and it may be recalled that after this affair the first of the many investigations were started. But most of us will be glad to have another look at the Ambling Alp, while it still remains a certainty that he will pack any hall in which he appears.

I promised some time ago to deal with the many letters I received subsequent to an article that appeared here about the connection of Jews with boxing. The tenor of the majority of the missives is that the Jews have supplied as many good footballers and cricketers as they have fighters, but that I decline to accept. I can remember a Rugby three-quarter named Raphael, and there have been one or two first-class cricketers, but if the whole lot were lumped together they would still be a very small company. My contention was that the Jews are infinitely more partial to professional boxing than they are to any other sport, and that their champions, considering the number of Jews who are or have been pugilists, are comparatively few. I stick to that.

Jewish Strength.

The most interesting of all the letters was from Mr. W. G. Farnham, of Cardiff. After explaining that in Wales steps were being taken to provide a championship for boys who have left school between the ages of fourteen and seventeen, he goes on to say that a prominent member of the Amateur Boxing Association, an Amateur expert, told him that it was inadvisable for Gentile boys of this age to appear in contests. The doctor added that a Jewish boy of sixteen was possessed of physical development equal to that of a grown man.

Some of my correspondents jumped to the conclusion that I attacked the Jews. They were entirely wrong. In boxing, football, or any other sport, good luck to them, say I. The Jews do decidedly rule professional fighting, and although I have encountered some I could not stand at any price, there have been an equal number of Gentiles in pugilism I side-stepped with the same alacrity.

HOCKEY.

FORMER PUPILS EASY VICTORY.

TEAMS AND FIXTURES.

The K.B.S.F.P.A. easily accounted for the Y.M.C.A. second eleven at King's Park yesterday by five clear goals.

All the goals were scored in the first half of the game, and the Former Pupils showed a marked superiority in the forward line. Francis played a great game and was ably supported by the other members of the attack.

The Y.M.C.A. lacked combination and their shooting was erratic and these factors were chiefly responsible for their crushing defeat.

L. W. Tipple, at full back, gave a good display of hard tackling.

Pte. Roberts (S.W.B.'s) v. Seaman Maquire (H.M.S. Medway).

6 Round Lightweight Contest:—Seaman Kelly (H.M.S. Medway) v. A.B. Worthington (H.M.S. Berwick).

6 Round Welterweight Contest:—Stoker Berry (H.M.S. Marazion) v. Stoker Tyzack (H.M.S. Berwick).

4 Round Lightweight Contest:—Cpl. Robson (A. & S.H.) v. Pte. McGaw (A. & S.H.).

The public is invited to the weighing in at 1.30 p.m. on Saturday in the City Hall.

and worked pluckily in the face of heavy odds.

C. C. Francis scored twice for the Former Pupils and S. MacNider, E. Pearne and W. Hirst one each.

Y.M.C.A. v. Argyle.

The Y.M.C.A. team to meet the Argyle and Sutherland Highlanders this afternoon at King's Park, bully off at 5 p.m., is as follows:

F. Cooper, C. F. Rees, H. Mundy.

A. R. Brown, G. Mitchell, F. S. W. Smith, A. Tate, P. Parker, G. Kearns, J. Smith and T. J. Price.

Club v. Army.

The following will represent the Club 1st XI v. the Army to-day at 5 p.m. on U.S.R.C. Ground:

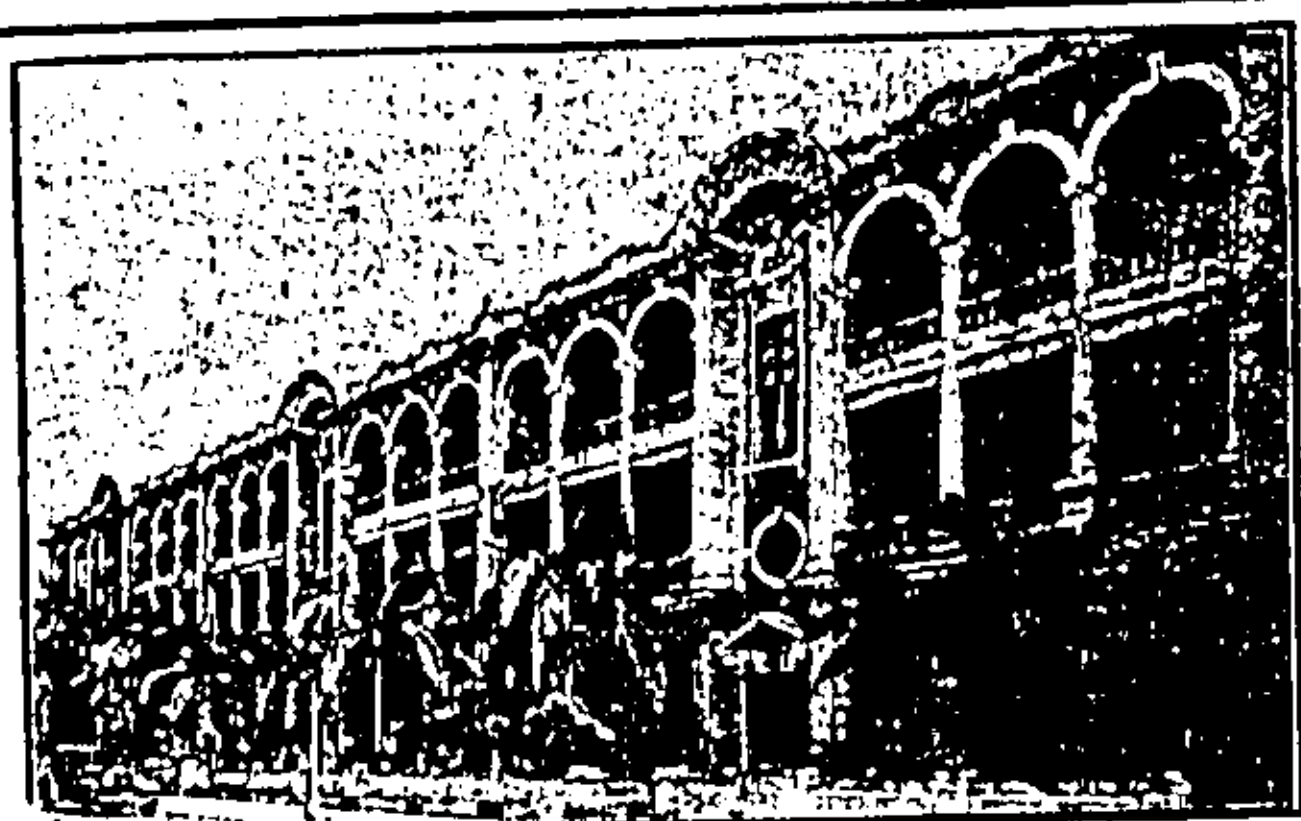
Gregory, J. E. Henry, W. Woodward, A. Dang, H. W. Turner, J. Noronha, H. Owen Hughes, G. Francis, G. R. More, L. G. Frost, T. J. Price.

Club "A" v. Argyle.

The following have been selected to represent the H.K. Hockey Club "A" XI v. the Argyle on the Club ground to-morrow at 5 p.m. sharp:

THE
HONG KONG
PENINSULA HOTEL:
HONG KONG HOTEL: REPULSE BAY HOTEL:
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POST OFFICE NOTICE.

INWARD MAILS

From THURSDAY, DECEMBER 4.
Java Per Tjikini
Java Newton Elm.
Amoy Takada
Java and Manila Tjileboet
Shanghai and Europe via Siberia (London, Nov. 15) Demodocus
FRIDAY, DECEMBER 5.
U.S.A., Canada, Japan and Shanghai (Seattle, Nov. 15) President Jefferson
Europe via Suez (Letters and Papers, London, Nov. 6 and Parcels, Oct. 30) Ranchi
Calcutta and Straits Nam Sang
Japan and Shanghai Rawalpindi
Japan Sydney Maru.

OUTWARD MAILS

For THURSDAY, DECEMBER 4.
Samshui and Wuchow Chong On 4 p.m.
Java via Sourabaya Tjikandi 4.30 p.m.
Amoy Sirdhana 5 p.m.
FRIDAY, DECEMBER 5.
*Manila and Parcels for Germany via Hamburg Burgenland 12.30 p.m.
Manila, Rabaul, *Australia and *New Zealand via Brisbane Tanda (Due Brisbane December 23.)
Parcels Dec. 5, Noon.
Registrations 1.45 p.m.
Letters 2.30 p.m.
Swatow, Amoy and Foochow Hatching 1 p.m.
Formosa Kine Maru 2 p.m.

*Superscribed correspondence only.

HELD BY BANDITS.

RELEASE OF TWO FEMALE MISSIONARIES.

AMERICAN REPORTS.

Peking, Yesterday. The American Legation has received a wire from Paotouchen stating that Mrs. Hayward and Miss Gomerall were safely brought in to Paotouchen at 11.30 this morning.—Reuter.

Peking, Yesterday. The situation regarding Mrs. Hayward and Miss Gomerall does not appear to be quite so satisfactory as the wire of Captain Stables indicated. Captain Stables telegraphed last night stating that the local officials had delayed action until the 2nd.

The ladies are still in the Mongol camp and tentative arrangements have been made for a military motor expedition to go there on the 3rd, but, in view of official objections, Captain Stables and other foreigners are not accompanying the expedition.—Reuter.

Government troops attempting to release Mr. Bert Nelson (American, who was captured by bandits on October 5 at Kwangshan, Honan) and Mr. K. N. Tyed (Norwegian, captured on October 16 at Loshan) both of whom are now held at Hwanggan, Hupeh, have had severe fighting with the First Red army during the past few days.

The Government commanders admit 200 casualties but claim that the Red losses amount to a thousand.

Emissaries sent to negotiate for the release of the captives are held by the Reds.

A letter from Mr. Nelson dated November 12, has just reached the United States authorities. It states that things are more difficult. Mr. Nelson is still wearing summer clothing and the weather is cold and damp. Their fare is rice and bitter vegetables and only very occasionally meat.

No letters or news have reached the missionaries and their captors are constantly urging them to pay their ransom, threatening that otherwise they will kill them.—Reuter.

ARE YOU ANAEMIC?

Then this concerns you.

If you are anaemic or suffer from any of that class of ailment arising from anaemia (impoverished blood) the following letter which has been written by a fellow-sufferer will be of vital interest to you.

The letter is from Mrs. Florence Beatrice de Alwis, of Beatrice Villa, Pamankode, Welawatte, Colombo, Ceylon, who writes:

"A couple of years ago my health failed and I felt languid and listless. I suffered from headaches, and pains in the body, lost weight and got very pale and thin. At times I felt so bad that I had to keep to my bed. My nerves were also affected and the slightest thing worried me. I was in this state for about a year, during which time I tried various medicines but nothing seemed to do me any good.

"Then I read of Dr. Williams' Pink Pills and I decided to try them. I must say I was very pleased with results. Dr. Williams' Pink Pills gradually restored my strength and energy and I began to put on weight. The pains and headaches left me and before long my health was completely restored. I have since kept well and strong.

(Sgd.) Mrs. F. B. de Alwis." This was a case of severe anaemia rapidly developing into the pernicious stage when it is most difficult to cure. If you suffer from any similar symptoms you must start on a course of this world-famous remedy for anaemia right away. Dr. Williams' Pink Pills have a world reputation as the finest blood and nerve tonic ever offered to the public. They build up fresh supplies of rich red blood, restore the nerves and set you quickly on the road to perfect health. Obtainable from chemists everywhere.

ROUND THE CINEMAS

GIANT STAGE SET BUILT FOR "A LADY TO LOVE."

DIRECTOR'S CLAIM.

A claim for the largest set ever to be made for a talking picture is put forward by Victor Senastrom, Metro-Goldwyn-Mayer director.

The entire new and huge stage Number Four at Metro's Culver City studio was devoted to a reproduction of a California ranch house and grounds for Vilma Banky's first all-talking picture, "A Lady To Love," now playing in the Queen's Theatre.

The setting occupied 8,000 square feet. The house was constructed on a knoll 20 feet high and a large number of full-grown trees were transplanted to the set in order to complete the illusion of the huge vineyard.

Senastrom admits that there have been larger outdoor talking sets, but declares that the set built for the Banky production is the largest ever made indoors where complete control of light and vocalisation could be maintained.

"A Lady To Love" was adapted from an original story by Sidney Howard, author of the successful Broadway dramas, "Ned McCobb's Daughter" and "The Silver Cord." Supporting Miss Banky are Robert Ames, Edward G. Robinson, Lloyd Ingraham, George Davis, Anderson Lawlor, Gum Chin, Richard Carlo and Henry Armetta.

"SAFETY IN NUMBERS."

Pity a poor young man worth millions in love with five gorgeous girls. That is the pleasant plight of the handsome Charles "Buddy" Rogers in his latest picture, "Safety in Numbers," which comes to the Central Theatre to-day.

In this musical comedy-romance "Buddy" is seen as the heir to \$350,000,000 who is such a musical-minded figure in his uncle's business office that his uncle decides to send him to New York to be trained in the ways of the wily old world by three old friends.

When "Buddy" arrives in New York he finds that his uncle's "old friends" are three beautiful Folies girls—Carol Lombard, Josephine Dunn, and Kathryn Crawford. They all live in a swell apartment, and they make "Buddy" feel right at home. Each falls in love with "Buddy," but Kathryn falls the hardest. In the meantime "Buddy" falls for Virginia Bruce, gorgeous blonde telephone operator in the building where the other girls live. Then, the next day, he falls in love with Geneva Mitchell, comedy but vampish Folies performer.

But Kathryn has plots of her own, and she finally wins "Buddy," incidentally helping him to prove to the "big shots" of Broadway that he is a musical comedy composer and producer to be reckoned with.

It's a gay, fast-moving tale, garnished with scores of hearty laughs and enlivened with seven of the catchiest songs Paramount has ever produced.

"Safety in Numbers" puts pep into places where pep never existed before. And it definitely brings "Buddy" Rogers forward as one of the sweetest singers on the audible screen to-day.

Victor Schertzinger, who wrote the music for "The Love Parade" and who directed, "Nothing But The Truth," "The Laughing Lady," and "Fashions in Love," is the director of "Safety in Numbers."

"LORD BYRON ON BROADWAY."

Nacio Herb Brown and Arthur Freed, with the songs for "Lord Byron on Broadway" now added to their list, are more than justifying their reputation for both quantity and quality of photoplay song production.

For "Lord Byron on Broadway," which will open on Sunday in the Queen's Theatre, the composer and lyricist wrote "Should I?" "A Bundle of Old Love Letters," "The Woman in the Shoe" and "Only Love Is Real." The Woman in the Shoe" is a spectacular chorus number, with scores of dancers and

EXCHANGES.

TO-DAY'S QUOTATIONS.

On London—
Bank, wire 1/2 9/16
Bank, on demand 1/2 9/16
Bank, 4 months' sight 1/2 11/16
Credits, 4 months' sight 1/3 3/4
Documentary, 4 months' sight 1/3 3/4

On Paris—
On demand 750
Credits, 4 months' sight 790

On New York—
On demand 29 1/2
Credits, 60 days' sight 30%

On Bombay—
Wire 82 1/2
On demand 82 1/2

On Calcutta—
Wire 82 1/2
On demand 82 1/2

On Singapore—
On demand 52 1/2
On Manila—
On demand 50%

On Shanghai—
On demand Tls. 79
Dollar 8 1/4% dis.

On Yokohama—
On demand 59 1/2
Sovereigns (Bank's buying rate) 1/3 3/16
Silver (per oz.) 16 3/16

Bar Silver in Hong Kong Par.
Copper Cash Nominal
Copper Cents 8% prem.
Rate of Native Interest 3 1/4% p.a.
Chinese Sub. Coin 24% dis.
Hong Kong Sub. Coin Par.

LONDON EXCHANGES

Rugby, Yesterday.
Paris 123.50 1/2
New York 4.85 17/32
Brussels 34.81 1/2
Geneva 25.08 1/2
Milan 92.64 1/2
Amsterdam 12.00 1/2
Berlin 20.88
Stockholm 18.15 1/2
Copenhagen 18.15 1/2
Oslo 18.16
Vienna 34.49 1/2
Prague 163 1/2
Helsingfors 193
Madrid 43.25
Lisbon 108.25
Athens 875
Bucharest 818
Rio 47 1/2
Buenos Aires 38 1/2
Montevideo 38 1/2
Bombay 1/5 3/4
Shanghai 1/6 3/4
Hong Kong 1/2 9/16
Yokohama 2/0 17/32
Silver Forward 16 1/2
Silver Spot 16 3/16
—British Wireless Service.

singers specially trained by Sammy Leo, formerly with Florenz Ziegfeld. The technicolour revue is a novelty number of the character of "The Wedding of the Painted Doll" and "Singin' in the Rain." It is being pointed as a hit number of the comedy with music directed by William Nigh and Harry Beaumont. Brown and Freed have written songs, in rapid succession, for "The Hollywood Revue of 1929," "The Pagan," "Untamed," "The Broadway Melody" and "Marianne."

FREE RADIO.

FOR ONE DAY ONLY FROM CANTON.

Canton, Yesterday. By order of the Ministry of Communications, the Canton Radio Office, Kanatong, Tai Ping Road, announces the free service of Canton-U.S.A. radiograms on the 6th instant, being the commencement day of the trans-oceanic traffic.

All banks, importers and exporters at Canton will receive from that office one ticket with which they can send one radiogram to U.S.A. free of charge. Canton News Agency.

HONG KONG STOCK EXCHANGE

Opening Daily Official Quotations 4th Dec., 1930.

STOCK	Buyers	Sellers	Sales	Non.	Fin. year	Last dividend and when paid
Banks.						
Hong Kong Bank	1710	...	...	...	Dec.	{Interim 45 cts 1930 (ex. 12 1/2) 1914-15} Aug. 11, 30
Chartered Bank	...	...	10	...	Dec.	{Interim 7 1/2 free 1/2 Tax 1930 (ex. 12 1/2) 1914-15} Sep. — 30
Mercantile Bk., Ltd.	...	...	37	...	Dec.	{Int. 30% (ex. 12 1/2) 1914-15} Sep. — 30
Bank of Asia	1115	...	...	...	Dec.	{Int. 14 1/2 a/c 1930 (ex. 12 1/2) 1914-15} Feb. 23, 30
Insurance.						
Canton Ins.	1200	...	...	...	Dec.	{Final 87 1/2 for 1930 (Interim 10 1/2 a/c 1930) (ex. 12 1/2) 1914-15} May 15, 30
Union Ins.	500	500/3	...	...	Dec.	{Final 15 1/2 for 1930 (Interim 14 1/2 a/c 1930) (ex. 12 1/2) 1914-15} May 30, 30
*China Underwriters	91	...	...	...	Dec.	{Final 80 bonds 80 (Interim 10 1/2 a/c 1930) (ex. 12 1/2) 1914-15} May 30, 30
China Fire Ins.	400	...	...	...	Dec.	{Final 80 bonds 80 (Interim 10 1/2 a/c 1930) (ex. 12 1/2) 1914-15} May 30, 30
H. K. Fire Ins.	1105	...	...	...	Dec.	{Int. 8 1/2 for 1930 (ex. 12 1/2) 1914-15} Mar. 26, 30
Shipping.						
Douglas	28 1/2	...	...	...	Dec.	Last dividend for 1930 (ex. 12 1/2) 1914-15} Mar. 4, 30
H. K. Steamboat	...	...	31 1/2	...	Dec.	{Int. 10 1/2 for 1930 (ex. 12 1/2) 1914-15} June 19, 30
Indo-China (Prel.)	...	...	45	...	Dec.	{Int. 10 1/2 for 1930 (ex. 12 1/2) 1914-15} Pending
Shell Transports	...	...	72/10	...	Dec.	{Int. 10 1/2 for 1930 (ex. 12 1/2) 1914-15} Pending
Union Waterboat	...	...	39	...	Dec.	{Int. 10 1/2 for 1930 (ex. 12 1/2) 1914-15} Pending
Mining.						
Benguet	9 1/2	...	...	...	Dec.	{Interim 10 bonds 80 (Interim 10 1/2 a/c 1930) (ex. 12 1/2) 1914-15} Sept. 30, 30
Kailan Mining Ad. s/	...	...	37/8	...	June	{Interim 10 bonds 80 (Interim 10 1/2 a/c 1930) (ex. 12 1/2) 1914-15} June — 30
Langkat	...	...	9 1/2	...	Oct.	{Int. 10 1/2 for 1930 (ex. 12 1/2) 1914-15} May 6, 30
Shai Exploration	1	...	...	...	Dec.	{Int. 10 1/2 for 1930 (ex. 12 1/2) 1914-15} July 1, 30
Loans	6 1/2	...	...	...	Dec.	{Int. 10 1/2 for 1930 (ex. 12 1/2) 1914-15} Pending
*Ranch	31.70	...	...	...	Mar.	{Int. 10 1/2 for 1930 (ex. 12 1/2) 1914-15} Pending
Docks, Wharves, &c.						
H. K. & S. Wharves	171	...	...	...	Dec.	{Int. 10 1/2 for 1930 (ex. 12 1/2) 1914-15} Mar. 13, 30
H. K. & W. Docks	...	...	32	...	Dec.	{Int. 10 1/2 for 1930 (ex. 12 1/2) 1914-15} Mar. 13, 30
*China Provident (old)	5.85	...	...	...	Dec.	{Int. 10 1/2 for 1930 (ex. 12 1/2) 1914-15} Mar. 13, 30
(new)	2.55	...	...	...	Dec.	{Int. 10 1/2 for 1930 (ex. 12 1/2) 1914-15} Mar. 13, 30
Hongkew	...	...	380	...	Dec.	{Int. 10 1/2 for 1930 (ex. 12 1/2) 1914-15} Mar. 13, 30
N. Engineering	...	...	7.10	...	Dec.	{Int. 10 1/2 for 1930 (ex. 12 1/2) 1914-15} Mar. 13, 30
Shanghai Docks	...	...	114	...	Apr.	{Int. 10 1/2 for 1930 (ex. 12 1/2) 1914-15} Mar. 13, 30
Lands, Hotels & Buildings.						
*H. K. & S. Hotels	...	...	11.40	...	Dec.	{Int. 10 1/2 for 1930 (ex. 12 1/2) 1914-15} Apr. 7, 30
H.K. Lands (old)	...	...	82 1/2	...	Dec.	{Int. 10 1/2 for 1930 (ex. 12 1/2) 1914-15} Apr. 7, 30
(new)	...	...	82 1/2	...	Dec.	{Int. 10 1/2 for 1930 (ex. 12 1/2) 1914-15} Apr. 7, 30
"Rights"	...	...	...	...	Dec.	{Int. 10 1/2 for 1930 (ex. 12 1/2) 1914-15} Apr. 7, 30
Shanghai Lands	...	...	310	...	Dec.	{Int. 10 1/2 for 1930 (ex. 12 1/2) 1914-15} Apr. 7, 30
Humphreys	...	...	16.60	...	Dec.	{Int. 10 1/2 for 1930 (ex. 12 1/2) 1914-15} Apr. 7, 30
H. K. Realties	...	...	3.35	...	Dec.	{Int. 10 1/2 for 1930 (ex. 12 1/2) 1914-15} Apr. 7, 30
Chinese Estates	...	...	67	...	Feb.	{Int. 10 1/2 for 1930 (ex. 12 1/2) 1914-15} Apr. 7, 30
Cotton Mills.						
*Ewo Cotton	...	...	11.70	...	Dec.	{Int. 10 1/2 for 1930 (ex. 12 1/2) 1914-15} Mar. 17, 30
Shanghai Cotton	...	...	79	...	Dec.	{Int. 10 1/2 for 1930 (ex. 12 1/2) 1914-15} Mar. 17, 30
Zong Sing	...	...	9 1/2	...	June	{Int. 10 1/2 for 1930 (ex. 12 1/2) 1914-15} Oct. 11, 30
Public Utilities.						
*H. K. Tramways	...	...	18	...	Dec.	{Int. 10 1/2 for 1930 (ex. 12 1/2) 1914-15} Aug. 27, 30
Park Tram (old)	...	...	14 1/2	...	Apr.	{Int. 10 1/2 for 1930 (ex. 12 1/2) 1914-15} June 16, 30
(new)	...	...	14 1/2	...	Apr.	{Int. 10 1/2 for 1930 (ex. 12 1/2) 1914-15} June 16, 30
Star Ferry	...	...	92 1/2	...	Dec.	{Int. 10 1/2 for 1930 (ex. 12 1/2) 1914-15} June 16, 30
*China Light (old)	...	...	30.70	...	Sept.	{Int. 10 1/2 for 1930 (ex. 12 1/2) 1914-15} Pending
(new)	...	...	30.70	...	Sept.	{Int. 10 1/2 for 1930 (ex. 12 1/2) 1914-15} Pending
H. K. Electric	...	...	79 1/2	...	Dec.	{Int. 10 1/2 for 1930 (ex. 12 1/2) 1914-15} Mar. 13, 30
Macao	...	...	23	...	Dec.	{Int. 10 1/2 for 1930 (ex. 12 1/2) 1914-15} Mar. 13, 30
Sandakan Light	...	...	11 1/2	...	June	{Int. 10 1/2 for 1930 (ex. 12 1/2) 1914-15} Mar. 13, 30
H.K. Tel. fully paid	...	...	33 1/2	...	Dec.	{Int. 10 1/2 for 1930 (ex. 12 1/2) 1914-15} Aug. 1, 30
(part paid)	...	...	33 1/2	...	Dec.	{Int. 10 1/2 for 1930 (ex. 12 1/2) 1914-15} Aug. 1, 30
China Bus	...	...	7/8	...	Dec.	{Int. 10 1/2 for 1930 (ex. 12 1/2) 1914-15} Feb. 25, 30
S'pore (actions) (Ord.)	...	...	7/8	...	Sept.	{Int. 10 1/2 for 1930 (ex. 12 1/2) 1914-15} Feb. 25, 30
(Pref.)	...	...	10 1/2	...	Sept.	{Int. 10 1/2 for 1930 (ex. 12 1/2) 1914-15} Feb. 25, 30
Industrials.						
China Sugar	...	...	30 1/2	...	Dec.	{Int. 10 1/2 for 1930 (ex. 12 1/2) 1914-15} Apr. 11, 30
Malayan Sugar	...	...	37	...	Dec.	{Int. 10 1/2 for 1930 (ex. 12 1/2) 1914-15} Apr. 11, 30
Cald. Macg. Ord.	...	...	10 1/2	...	Dec.	{Int. 10 1/2 for 1930 (ex. 12 1/2) 1914-15} Apr. 11, 30
Prel.	...	...	10 1/2	...	Dec.	{Int. 10 1/2 for 1930 (ex. 12 1/2) 1914-15} Apr. 11, 30
Canton Ice	...	...	3.80	...	July	{Int. 10 1/2 for 1930 (ex. 12 1/2) 1914-15} Apr. 11, 30
*Cements (con.)	...	...	18 1/2	...	Dec.	{Int. 10 1/2 for 1930 (ex. 12 1/2) 1914-15} Mar. 19, 30

MOTORISTS—THIS IS YOUR PAGE



THE PRICE-SAVING in a cheap lubricating oil gives the motorcar owner a joyous feeling **ONCE**—at the time of purchase; but it usually ruins his sunny spirit every time he uses it. In buying lubricating oil, no one intentionally desires to sacrifice his future satisfaction, but there are many motorists who are unable to resist the temptation of low prices, especially when the oil, insofar as the naked eye can see, looks as good as the one that sells for a little bit more.

But just as actions speak louder than words, so does experience speak louder than theory; and, in proof of the fact that cheapness is a waste of money and, on the other hand, that quality is an actual saving of money, one need only consult his own experience in the use of articles of various kinds. No one can evade paying quality's price, due to the repeatedly proven fact that quality saves in service, while cheapness loses in service; and the net difference in the end reveals the absolute economy of quality. It costs more to buy, but it refunds several times the difference through greater values rendered in service.

Quality at the higher price is the real bargain—it represents the real economy. It gives the motorcar owner the sum-total of his expectations in results. Quality, of course, varies in its degree—just as heat varies, light varies, or weight varies. Every lubricating oil possesses quality in varying degrees. The seller of the cheaper lubricating oil may speak the truth when he says his oil possesses quality—but it is the degree of that quality which counts. It is a well-known fact that once a motorcar owner experiences the benefits of Gargoye Mobiloil, he becomes a firm convert; for he then sees the evidence through use that Gargoye Mobiloil enables him to economize and at the same time enjoy the protection only quality can give.



VACUUM OIL COMPANY



THE CHEVROLET.

Put on Market Earlier.

Detroit, Nov. 9. Announcement was made to-day that the 1931 model Chevrolet motor car will be introduced by the General Motors two months earlier than usual this year. This will have the result of putting the main Chevrolet plant at Flint, Michigan, on a volume production basis, with attendant relief of the unemployment situation. —United Press.

SO MANY NEW MOTORISTS.

Taxi-Driver "Continually Avoiding Accidents."

A police inspector told the Hove magistrates how he extricated three screaming women who had been imprisoned in an overturned car in Hove on the night of September 2. The evidence was given during the hearing of summonses against Johannes Caster J. Parfait, a Walworth taxicab driver, and Sidney Arthur Middleton, of Hove, for driving cars at dangerous speeds.

Inspector Mockford said Parfait's taxi was travelling at thirty miles an hour, and at cross-roads described as the most dangerous in Hove there was a terrific crash and the taxi came into collision with Middleton's car which had overturned. He went on to describe how he extricated the screaming women from the car, and said he had to force open the doors and pull them out by their limbs. They were taken to hospital and treated.

Parfait said he had been driving taxis for 22 years. On this occasion he was nearly over the cross-roads when Middleton's car suddenly bore down on him. The only thing he could do was to turn sharply, and there was a collision and Middleton's car overturned.

In reply to a question, he said: "There are so many new motorists on the road now that we experienced motorists are continually avoiding accidents."

The case against Parfait was dismissed and that against Middleton adjourned.

Dodge Carries Ten Over British Test Hill.



Ten of the group shown with the Dodge Brothers eight-in-line were driven from the bottom to the top of one of England's most famous test hills in high gear. It was over the two miles of Box Hill near Dorking that the record run was made. The average gradient is nine per cent, and there are two sharp hair pin turns with a total rise of 600 feet. At times the car reached the remarkable speed of fifty miles an hour over the rough, untarred and badly cur macadam road. At the top, the Dodge with its ten-passenger load was travelling 38 miles per hour.

TRAFFIC PROBLEM.

The Advantage of Motor Cycles.

Sir Allott Verdon-Roe, the founder of the Avro aeroplane concern, hit a nail squarely on the head when he remarked the other week in the columns of Motor Cycling that the motor-cycle offers a solution to the growing problem of traffic congestion. The civilized world can either build new roads at enormous expense—or use more motor-cycles. The latter seems the more simple alternative.

Over 167,000 baby cars have been sold in the States, the stronghold of the big car. The American public certainly seems to have grasped the great idea of the small motor. Will it go a step farther and take to the motor-cycle wholesale, just to ease its traffic problems, which are simply terrific in the big cities? It would not be surprising if something of that kind

GERMANY & SLUMP.

Motor Vehicle Trade is Retarded.

Statistics, published in Berlin show that the number of motor-cars and motor-cycles in Germany has, under the pressure of the economic situation in the year ended June 30 last, more slowly increased than in former years.

Passenger cars increased by 68,000 to 501,254 whereas, in the preceding year, the increase was nearly 82,000.

Trucks total 157,432 or 13,480 more than on July 1, 1929, motor-cycles of the bigger types number 423,185 and the lighter ones 309,052 with an increase of 122,855 for the both types together whereas, in the preceding year, the increase was 170,000.

sort actually happened. If and when it does, Britain should be able to get something of her own surprising if something of that kind

UPHOLSTERY.

Rubbing Machine for Ford Cars.

In the laboratories of the Ford Motor Company there is an energetic little machine that takes a strip of cloth and rubs it and rubs it and rubs it in a determined effort to wear it out. Near by is another contrivance in which pieces of cloth are subjected to the action of a mercury arc lamp capable of giving one a whole season's sunburn in just a few hours. At a table a chemist is boiling samples in strong acid while beside him an assistant is pouring studiously into a microscope.

Upholstery used in the Ford car is intended, with proper care, to last as long as the car itself. It is to ensure that the quality of the materials is constantly up to the standard necessary to make this long life that these and other tests are performed.

The rubbing machine, for instance, tests the wearing qualities of the cloth. A few hours of the mechanical rub is equivalent to several years of actual usage. The mercury arc lamp, enclosed in a quartz tube, simulates strong sunshine and soon discloses whether the colours in any piece of upholstery will fade. And the other tests determine such important factors as weight, number of threads to the inch, percentage of mohair, wool and cotton and the thickness and quality of the mohair pile.

Each Ford body type is upholstered in the kind of material best suited to it. The town sedan, de luxe sedan, and de luxe coupe are finished in either a rich mohair or a beautiful bedford cord. The cabriolet is upholstered in bedford cord. The Tudor, Fordor, standard coupe and sport coupe have upholstery of long-wearing fabric of a warm, soft, pleasing appearance, the high quality of which is made possible by the tremendous purchasing power of the Ford Motor Company plus the fact that a large percentage of it is made by the company itself.

The Ford roadster and phaeton and the rumble seats of the sport coupe and cabriolet are upholstered in artificial leather. This, too, is constantly tested in the laboratories to maintain the Ford standards of quality and durability.

"MEETING OVERSEAS REQUIREMENTS."

If free interchange of ideas between manufacturer and user is generally advantageous, especially is it so in the case of commercial vehicles, Leyland Motors Limited, the well-known manufacturers of commercial vehicles of all types, attribute much of their success in the Overseas market to the policy of securing at first hand knowledge of the Overseas requirements and it is rarely that one of the principal home officials is not meeting some Overseas Manager or an Overseas Manager is home at the factory.

During the last two or three months, Overseas Managers from Australia, New Zealand and South Africa, have returned to the home factory not so much with a view to studying the manufacturing methods of the Company, but to put forward their requirements for their particular countries.

Two of the Company's Directors are now abroad—Mr. Arthur Spurrier, one of the Company's Directors, left England a short time ago to study conditions in Canada, whilst Mr. C. B. Nixon, another Director, recently left on a six months' tour which will include visits to the Company's Branches in Montreal, Toronto, Vancouver, Auckland, Wellington, Sydney, Colombo and Bombay, and other transport centres.

ROYAL ORDERS FOR DAIMLER.

Their Majesties The King and Queen have honoured Stratton-Instons Limited, official Distributors in Great Britain of Daimler Cars, with instructions for five "Double-Six" Daimler cars, fitted with the new Daimler Transmission System. The coachwork will be carried out by Messrs. Hooper & Company.

In communicating these commands, Their Majesties are graciously pleased to state, through the Crown Equerry, that the order is placed so that it may stimulate British industry, now passing through difficult times, and primarily to help unemployment during the winter months.

THE NEXT STEP?

Less Power, Good Shape, More Useful Speed.

Except for the evolution of outline, dictated more by fashion than science, motor cars have very much the same general shape as they have had for many a long year. Engineers have been content to develop power units to the highest possible pitch of perfection and to improve transmissions, ball bearings and such-like aids to easy running. In fact, their aim has been to reduce "mechanical" frictional losses.

No one would deny that they have been remarkably successful. But is it not rather extraordinary that one of the main points which affect easy passage through the air has been so much neglected? We refer to the shape of the car as a whole.

With one or two notable exceptions designs do not take into much account the natural force of the air, which all the time, in greater or less degree, is doing its best to negative the efforts of the mechanism to make the car go forward.

Obstructions to Progress.

Radiator surfaces, flat lamps, big windcreens, all offer formidable obstacles to propelling a car against air resistance; and big, flat sterns allow the displaced wind further to impede progress by assisting it to rush in behind the moving vehicle—and try to suck it backwards. Indeed, air-created retardation at the rear often is a more formidable obstacle to forward pressure on the front of the car.

The remedy is so to shape the complete car that it "flows" through the air with a minimum of effort. We know, a great deal about scientific streamlining to-day. The successful airships and the Golden Arrow and other famous speed cars prove that. But the knowledge is not generally applied, as it might and should be, to touring vehicles. It may be in the near future, if the lessons of a

remarkable car recently produced are taken to heart. Correct streamlining means less engine for given work, and that means less weight, lower cost, and diminished expenses.

Perhaps the subject of facilitating the passage of cars through the air will prove the next great field of investigation by automobile engineers. We may be on the eve of a new era in car design and appearance. Time alone will prove or disprove that.—The Autocar.

Eclipsing all previous records by 5,588 cars, the Canadian Pacific loaded a total of 44,777 cars of grain over the period of August 1 to September 30. Insofar as grain marketed by farmers and unloaded into elevators along the lines of the Canadian Pacific are concerned the records show that 93,552,000 bushels have been poured into country elevators during the same period, and of this total 72 per cent, has been loaded into cars and despatched by the railway.

FISK

AIR-FLIGHT

PRINCIPLE TYRES

NEW IN PRICE IN PERFORMANCE IN PRINCIPLE

GUARANTEE TO OUTWEAR
ANY TYRE OF EQUAL PRICE
WHEN RUN UNDER THE
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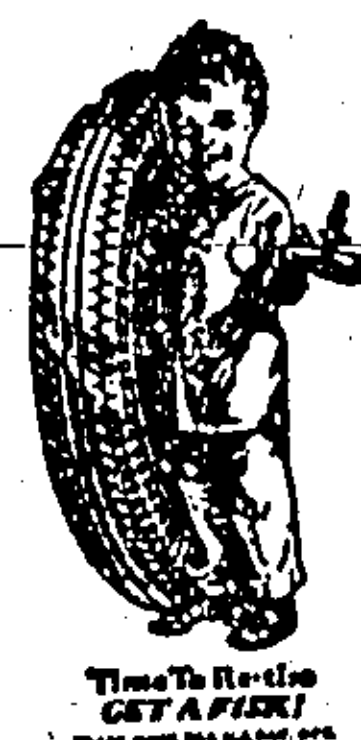
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Sole Distributors:

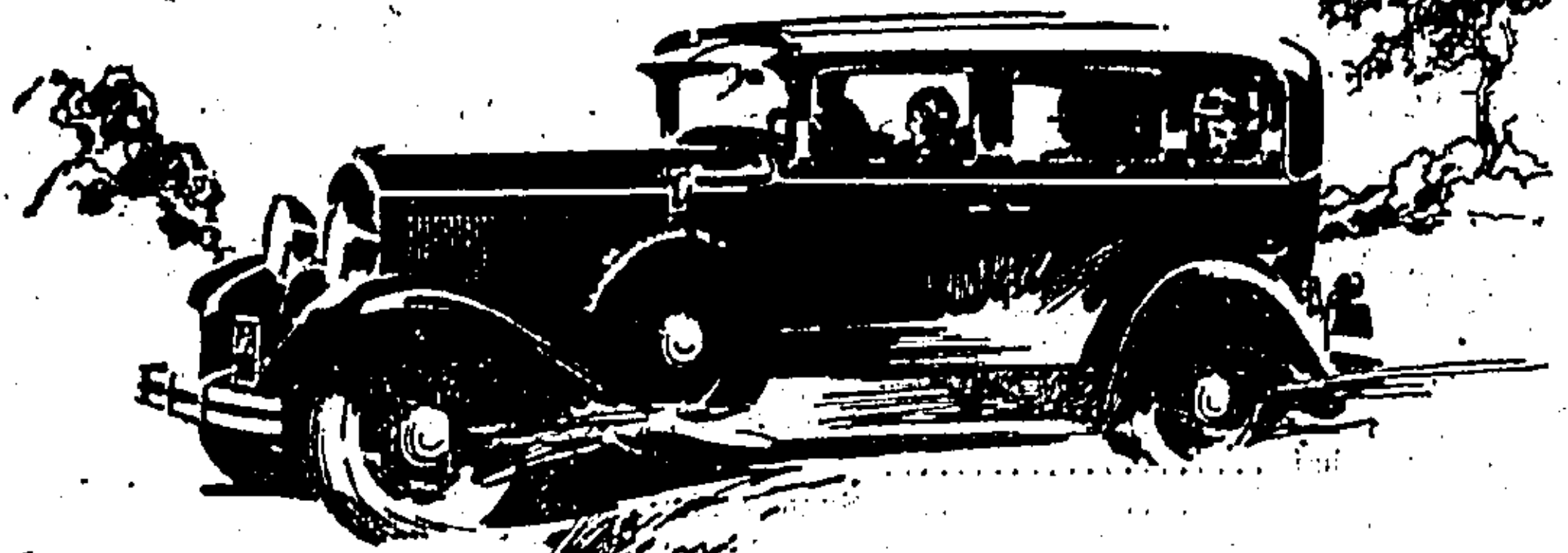
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CHRYSLER "70" "77"



There's something
in Chrysler performance.

Chrysler engineers designed the engines of the "70" and "77" so they develop more horsepower per cubic inch of piston displacement and deliver through the Multi-Range four-speed transmission more horsepower to the rear axle.

In addition you have in these Chryslers the safety of internal-expanding weatherproof 4-wheel hydraulic brakes—the better riding qualities of new, luxurious bodies.

These bodies are cradled from road shocks by a new type of self-equalising spring suspension and rubber spring shackles, as well as by hydraulic shock absorbers of the most advanced design.

All in all, in addition to having a car endowed with the utmost in performance, the owner of a new Multi-Range Chrysler is inspired with a confidence and pride of ownership that only a Chrysler can give.

CHRYSLER

CHRYSLER MOTORS PRODUCT

THE NATIONAL MOTOR CAR CO.

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LEAD THE WAY ON A

**B.
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A.**

Sole Agents:

SINCERE'S

TEAM WORK.

Tuning an Engine by Lip-reading!

One of the most interesting departments in the whole of the Rolls-Royce works is that devoted to aero engines undergoing their acceptance tests before delivery. Here each of the giant units for K.100 was put through its paces.

Short stumps of exhaust pipes are fitted, and from each issue fearsome tongues of flame and a noise as of a hundred dogs snapping and snarling in leash. It is by the colour of the flame that the carburettor setting is judged and adjusted, and, as on most car engines, if the mixture is exactly right at "flicking-over" speed, it will be correct for all speeds. Just to prove that it is, the Rolls-Royce engineers "rev. her up" playfully while the visitor covers his ears.

A red flame indicates that the mixture is too rich; blue, that it is too weak. The ideal is a particular shade of purple, and one feels that the advice of the two wizards in charge of this delicate operation must be very useful when their wives want to match a tricky shade of material on shopping day!

Here is a department where it is literally true that one cannot hear oneself speak. The noise is not deafening—it is shattering to the eardrums. How then do these two men converse—as certainly they do? I had supposed that they would resort to the "deaf-and-dumb language," but actually they despise anything so simple; they are experts in lip-reading.

GEAR TESTING BY "WIRELESS".

At one time gear wheels were simply made as well as the particular workmen knew how to make them and if they proved to be too appallingly noisy they were either scrapped or tinkered with an oil stone until they were considered good enough to pass. As time went on, standards improved and various devices were employed to test the gears after they had been made.

Some of these are purely mechanical, such as a special tooth measuring instrument which can detect an error as small as one twenty-five-thousandth part of an inch. A more interesting scheme is the so-called projection method, in which a silhouette of each actual tooth is thrown on to a screen by means of a sort of magic lantern; the silhouette is very many times the size of the tooth itself, so that any imperfections can be detected.

Perhaps the most modern and ingenious method, however, is that employed at the Rover works. After all, the chief reason for requiring the highest accuracy in the gears is to prevent noise, so the Rover people get right to the root of the thing and measure the noise itself!

A pair of gears is mounted on a special machine in a sound-proof room and is rotated by a small motor. Adjacent to the gears is a microphone, coupled to a four-valve amplifier, such as might be used in a wireless set. Instead of a loud-speaker at the output end, however, there is a dial with a finger, which indicates the exact noise made. By this simple and "sound" means, a definite standard of perfection is attained.

LAHORE TO LONDON. GREAT POSSIBILITIES

Road Authority's Feat of Motoring.

One of the delegates who left Southampton recently for the sixth International Roads Congress, to be held in Washington, had motored all the way from Lahore.

It was Mr. S. P. Stubbs, Chief Roads Engineer to the Punjab Government, and a leading authority on roads in India.

Only one friend and an Indian chauffeur accompanied him on the 6,000-mile journey.

"It took me seventy-three days," Mr. Stubbs said in an interview, "and of that time forty-two days were spent in actual travelling. My running expenses were £75, and the whole journey cost me £345.

"Travelling through Baluchistan, Persia, Iraq, Syria, Greece, Bulgaria, Yugoslavia, Hungary, Germany, and Belgium, I have had a wonderful experience of the roads of many countries. It speaks well for the general standard that we only had two punctures during the journey, on which we averaged at nineteen miles an hour.

"The roads in the Near East are better than most of those in Europe. Germany has about the best of the Continental roads, but there is none anywhere to equal the British roads.

"While on the road between Bagdad and Damascus we were attacked by Arabs, but we linked up with a motor caravan and won through without mishap."

Sixty British delegates are attending the conference, together with delegates from France, Belgium, Spain, Roumania, Switzerland, Hungary, and Poland.

Motoring and the Imperial Aspect.

The 1930 Motor Car Exhibition at Olympia coincides with a period in the affairs of the British Empire that is fraught with the greatest possibilities for the economic development of the British Commonwealth of Nations, the result of which may well see the most powerful and irresistible forward wave of prosperity which the World of late has ever witnessed. Great Britain to-day faces pressing problems but such problems invariably carry great opportunities.

It is true to say that the interwoven fabric of the world of the present day makes a progressive and economically sound British Empire a matter of world-wide concern, and it is equally true to mention that in the gradual evolution of Empire economic unity the Motor Industry of Great Britain has played, and will continue to play, an important part.

The Motor Exhibition at Olympia always affords a striking commentary on the advance of the industry, for by its international aspect it presents the opportunity for the closest examination and comparison between the products of the Home Manufacturers and those of their competitors in all the important car-producing countries of the world. The claims of British Manufacturers to be able to supply the world's needs for economical forms of transport with vehicles designed to give the best possible service and satisfaction under every sort of road condition are there subject to the severest test, and the progress which the industry has made towards meeting the requirements of the motor markets of the world is clearly demonstrated.

It is therefore singularly appropriate that the delegates from the Dominions and Colonies, assembled in the capital of the Empire for the discussion of problems of the greatest import to the future of the British Commonwealth, should be afforded the opportunity for inspecting the latest products of one of the most important industries of Britain and of studying the tangible results of the efforts of that industry to secure a position of pre-eminence in the motor markets of the world.

The present position of the industry is not unsatisfactory at a time of general depression, for it has suffered in only a minor degree from the trade slump. In the Home Market steady progress is being maintained while in the wider markets Overseas British motor vehicles are finding an increasing demand, and, indeed, the comparative progress made in recent years is being extended.

In the economic development of the world motor transport plays a large part. Economic transportation of passengers and products is an essential requirement in these days, a requirement that the motor vehicle is particularly competent to satisfy and the British Motor Vehicle essentially so. The growing demand in all countries of the Empire for motor cars and vehicles designed and built in Britain is one of the healthiest features of Empire Trade, and progress will continue as the public studies more and more the real value of the range of British Motor Vehicles from the point of view of economy of operation, and ultimate value.

Just as the public overseas is being asked to benefit themselves, and the British Motor Industry by the utilisation of vehicles designed and built in Great Britain for meeting their transport requirements, so are the employees in the factories of that industry being urged to foster inter-Empire trade by purchasing Empire goods.

The British Manufacturers' Section of the S.M.M.T. has co-operated with the Empire Marketing Board to this end, and with the feeling of optimism that is apparent in the industry is coupled the realisation of the important part which it can undertake for the furtherance of the Imperial aspect of reciprocal trade and the determination to do everything in its part to further that ideal.

Slater felt it desirable that as many as possible of the tramway drivers and conductors—some of whom had been in the service of the Corporation since 1903—should be trained for this work. These men, after being passed by the medical officer as physically fit, were first put through the training school and afterwards given a lengthy course of training on the roads under working conditions with a competent driver. The older men have now been working the light traffic routes for the past five months with satisfaction. Other men, not suitable for the job, have been transferred to different Corporation departments, so the change over has not thrown any of the employees out of work.

ANOTHER CHANGE.

Burton-on-Trent Scrap Their Trams.

Mr. A. B. Slater, M. Inst. T., General Manager of the Transport Department, Burton-on-Trent Corporation, in an article in the July issue of "Bus and Coach" gives details as to why and how he replaced his trams with Guy four- and six-cylinder petrol buses. In considering these changes he says that so far as could be estimated there was no hope of the revenue of the tramways being able to provide more than the working expenses, leaving the capital charges and any sum spent on renewals to be provided out of rates. Further, a considerable outlay would have been necessary in a few years for renewing rails, foundations and overhead equipment, and any question of a considerable programme of re-making main roads in the borough would have to be studied in relation to the retention or otherwise of the tramways.

From the date of inauguration of the trams in 1903 to the end of March, 1929, the sum of £265,640 was taken from the rates to meet capital charges and renewals, which meant an amount of 2d. in the £ on the rates over a period of 25 years. After a long and anxious consideration, therefore, the Tramways Committee decided to abandon the whole of the tramways, and December 31, 1929, saw the final closing down of the Tramways System.

Whilst the Tramways System had been in operation the Burton-on-Trent Corporation had already been running a fleet of 23 Guy petrol buses to deal with traffic from the outskirts of the town, and these buses had earned a profit each year since the commencement of the services in 1924. When scrapping the trams, therefore, a further 18 four- and six-cylinder Guy vehicles were ordered by the Burton-on-Trent Corporation, and the bus mileage is now 18 as compared with 6½ miles of tramway track.

With the scrapping of the trams the fares were entirely revised and in a large number of cases considerably reduced, or the fare stages lengthened.

The Guy buses have always been run at a profit since they were first introduced in 1924, and in the year ending March 31, 1930, after paying interest on loans and making provision for repayment, there was a surplus of £1,289. The revenue per mile was 10.65d. and the working expenses 8.48d.; capital charges amounting to 1.75d. per mile, making an inclusive cost of 10.23d. per mile.

The number of passengers carried was roughly 5½ millions, or about 117 journeys per head of the population. Previous to the introduction of the buses the passengers were about four millions per annum, and therefore, 40 per cent. more people are being carried to-day than when the town was served only by tramways.

The public of Burton-on-Trent have appreciated the more mobile form of transport; in fact the problem of the greatly reduced number of people using the tramways whenever buses were available was a great factor in deciding on the change over.

Believing that the human element is a very important factor, Mr.

Those who have ridden in this new Buick, are amazed at the unusual degree of comfort and the marvellous performance of

The BUICK 8

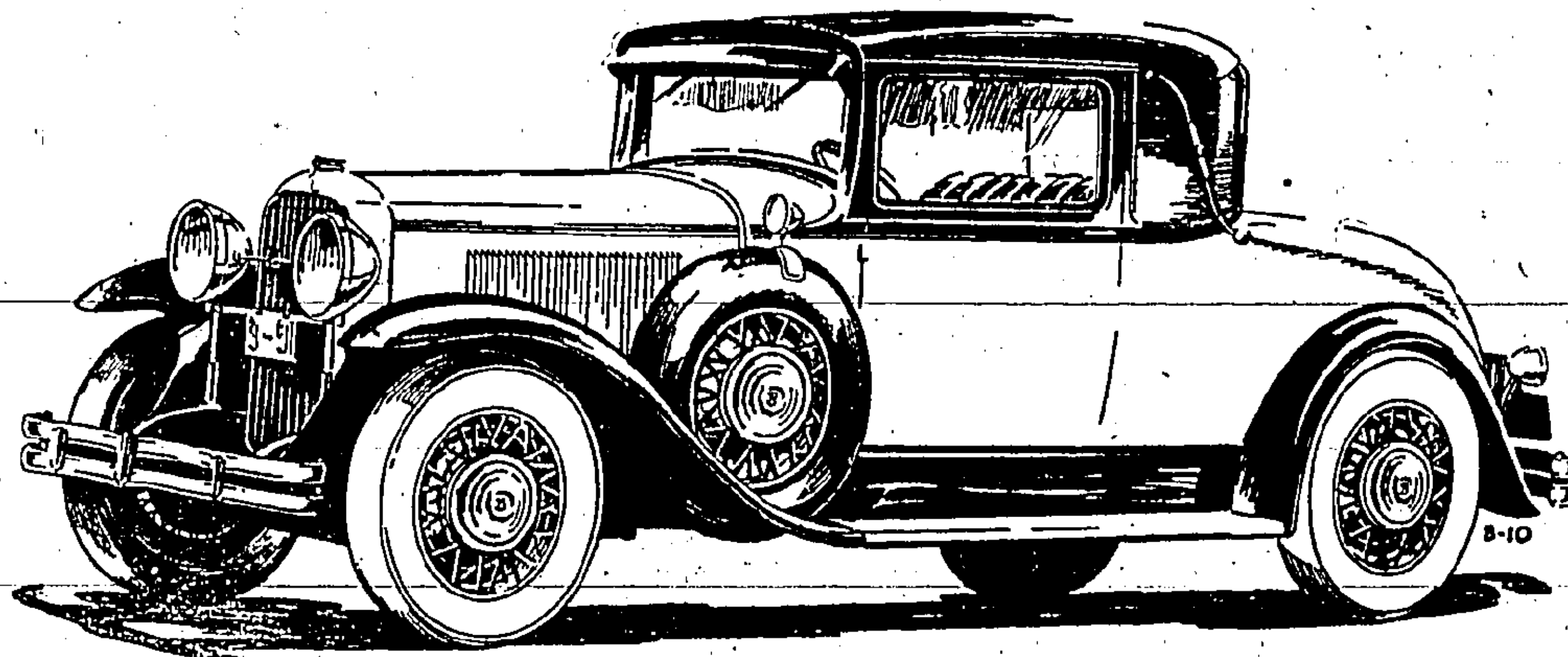
The Eight with Buick's Prestige

No matter which model or series you choose — you can expect the quality that has made Buick the outstanding value in its price class for over 25 years. This adherence to Buick quality from the beginning has developed confidence in the public mind—confidence that causes thousands of Buick owners to buy Buick again and again.

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33, WONG NEI CHUNG ROAD, HAPPY VALLEY.



TROLLEY BUS SERVICES.

Sir Arthur Stanley, Chairman of the South Lancashire Transport Company, recently opened a new trolley bus route to operate between Alfreton and Ashton in Lancashire.

His speech, and those which followed at the Howe Bridge Depot, visualised the day when the whole 38 miles of route covered by the Company will be worked by trolley buses.

For the inauguration of their trolley bus service the South Lancashire Transport Company have chosen a fleet of ten Guy six-wheeled double deckers similar to those which have been in service in Wolverhampton and Hastings for a number of years. The trolley buses are capable of seating 60 passengers, and whereas the tramcars did the eight miles' journey to Ashton in an hour, the new Guy vehicles are expected to cover the distance in about 45 minutes, and the Company hope to maintain the same service with five trolley buses as with eight tramcars.

The modern built trolley bus is more comfortable and convenient than the most modern petrol driven vehicle. The trackless trolley buses of years ago with single decks and solid tyres are as obsolete as the present day trams. The vehicles which the South Lancashire Transport Company are now installing are last word in comfort.

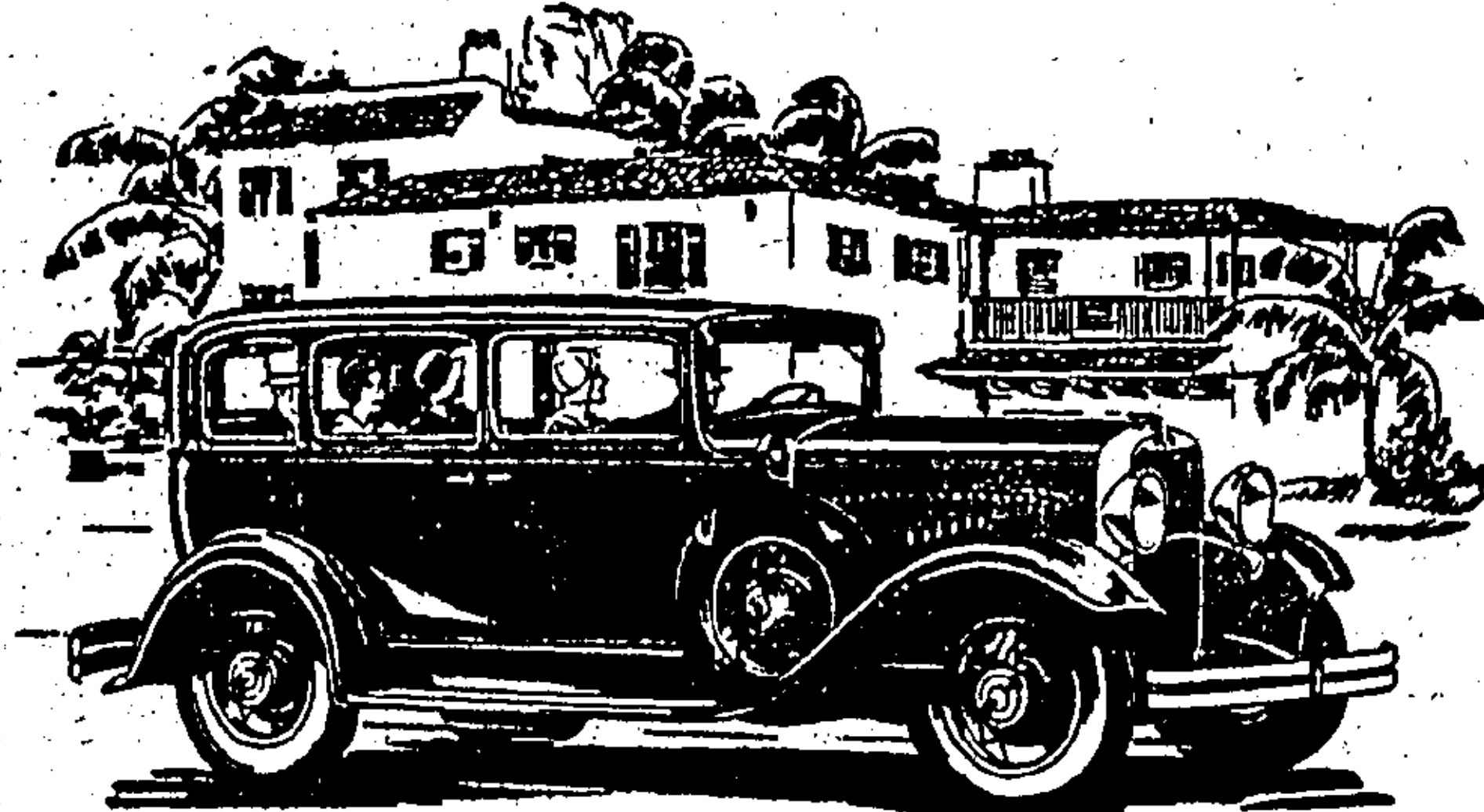
At any rate, this was the general opinion of the officials of the Company and representatives from practically every district in which tramcars and buses are run by the Company, who enjoyed a ride in the vehicles at the opening.

CATERING FOR RAILWAYS.

Recently Guy Motors Limited, of Wolverhampton, have completed an order for a number of special 30-cwt. chassis for the Great Western Railway.

The normal Guy practice was modified to suit the special requirements of the Railway Company and converted to forward control. The "cab" extends right across the engine with provision for a passenger to be seated on the nearside. This arrangement allows good pay-load accommodation, yet the driver and his mate are well protected from the elements. Other special details of the chassis include an Alcyon central lubrication system feeding all the bearings on the chassis, the lubricant being conveyed through armoured flexible pipes. Radiator shutters are intended to keep the engine as warm as possible when the vehicle is standing for any length of time between journeys, station yards, goods depots, etc., whilst special parking lights of the paraffin type are also provided.

A DEPENDABLE EIGHT luxurious and economical



Owners of the Dodge Eight-in-Line find it a truly economical motor car... It has the dependability so typical of all Dodge cars. It requires little in attention or maintenance; delivers its smooth, vigorous power with surprisingly low fuel and oil consumption... The safe, silent Mono-Piece Steel

bodies are squeakproof, rattle-proof, exceptionally roomy and comfortable. The internal hydraulic brakes need no lubrication or equalising adjustments... In economy as well as in power and masterful performance, the Dodge Eight-in-Line is a sound choice for those who ask much of a motor car.

DODGE BROTHERS
SOUTH CHINA MOTOR CAR CO.

33, Des Voeux Road Central.

Tel. 25644.

Tel. 25644.

FORD IN EUROPE.

His First Factory on the Continent.

Cosin, October 2.

Mr. Henry Ford to-day personally laid the cornerstones of his first Continental factory where Ford cars will be built by German workmen of German material and

which, apart from supplying the German market, is to serve as the base for Ford's conquest of Scandinavia, Poland and the Balkans.

In his dedication speech, the motor-car king expressed optimism regarding Germany's economic future, declaring that, in his opinion, the present difficulties of the country were only temporary. Furthermore Mr. Ford pleaded for international co-operation on a national basis which, in his

opinion, would be the best guarantee for peace.

Cosin's Lord Mayor, Dr. Adenauer, in his address, referred to the German Government's financial reform plan and pointed out that the Reich was making heroic efforts to deal with the situation, thus demonstrating its determination to honour all its obligations.

The ceremony was attended by a large number of prominent guests, Germans as well as Americans.

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CREAM OF THE WEEK'S NEWS
READY TO-MORROW
25 Cents. 25 Cents.

The China Mail

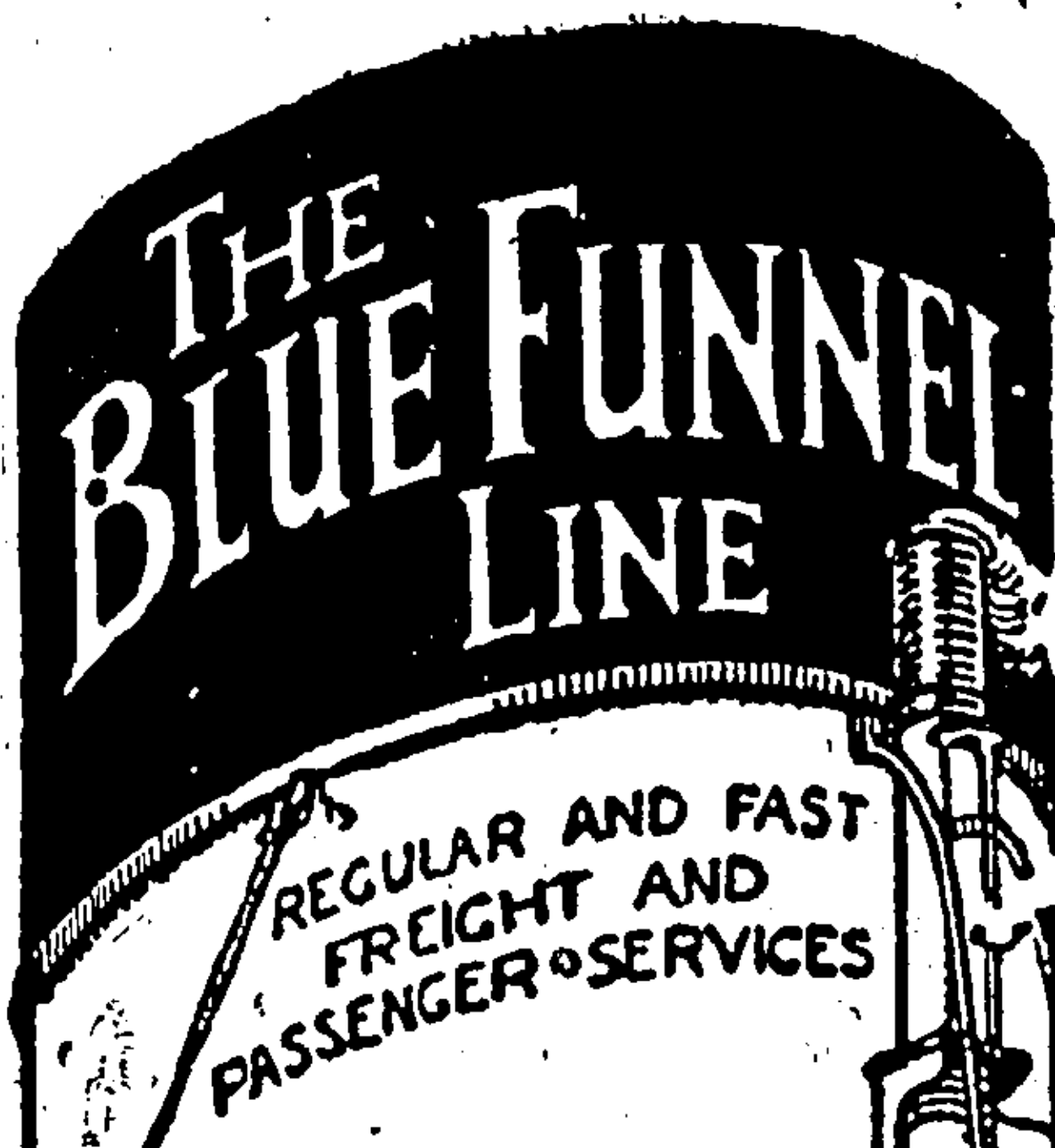
Thursday, December 4, 1930.
Tenth Moon, 15th Day.

ESTABLISHED
1845

大英十二月四號 禮拜四
中華民國庚午年十月十五日

HONG KONG, THURSDAY, DECEMBER 4, 1930.

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HALINE, when inhaled, passes harm-
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LONDON SERVICE.
"DIOMED" 9th Dec. For M'Isles, London, R'dam and Hamburg
"AENEAS" 23rd Dec. For M'Isles, London, R'dam and Glasgow
† Calls at Casablanca.

LIVERPOOL SERVICE.
"DEMODOCUS" 5th Dec. For Havre, Liverpool and Glasgow
"CYCLOPS" 20th Dec. For Genoa, Havre, Liverpool and Glasgow
† Calls Cebu & Manila.

PACIFIC SERVICE.
(via KOBE & YOKOHAMA.)
"TRUOR" 18th Dec. For Victoria, Vancouver & Seattle
"IXION" 8th Jan. For Victoria, Vancouver & Seattle

NEW YORK SERVICE.
"MENESTHEUS" 10th Dec. For Davao, Cebu, Manila, New York, Boston & Baltimore via Suez

INWARD SERVICE.
"PHILOTTES" Due 7th Dec. For Shanghai, M'Isles, Kobe, Yokohama, Otr'u and Vladivostok
"PYRRHUS" Due 10th Dec. From New York

PASSENGER SERVICE.
"SARPEDON" 13th Dec. For Shanghai and Dairen
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Also cargo steamers with limited passenger accommodation at specially reduced fares.
For freight, passage rates and information apply to:-
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CONFUCIAN SOCIETY'S FUNDS.

Charges Against Former Clerk.

CASE FOR ASSIZES?

Remanded from last week on a charge of the alleged embezzlement of \$4,445.24, the property of the Confucian Society of 220 Hollywood Road, Tsoi Wan Um, a former clerk, made his second appearance in the Central Magistracy this morning before Mr. R. E. Lindsell.

Mr. E. S. C. Brooks appeared for the prosecution and, replying to his Worship, said that he had received no definite instructions as to whether the defendant was to be committed for trial or not.

His Worship suggested that he should consult the Police officers on the point.

On returning to the Court, Mr. Brooks said that he had seen Mr. L. H. V. Booth, and understood that the Police wanted defendant to be committed for trial. He added that the witnesses, which were about 20 in number, were mostly business men in the Colony, but their evidence would be quite short and formal.

His Worship adjourned the case for a week.

The defendant pleaded guilty to three charges preferred against him. The first is that he on divers dates between January 1, 1929, and June 4, 1930, fraudulently embezzled the sum of \$4,445.24, delivered or received or admitted into possession, on account of the Confucian Society. The second charge is that defendant obtained the sum of \$200 from Li Cheung Hing by false pretences, whilst the third charge is one of uttering a false receipt.

THROWING STONES.

TWO RIKISHA PULLERS AND POLICE.

Two rikisha pullers appeared in the Kowloon Magistracy this morning charged with throwing stones. An Indian sergeant and constable gave evidence that while on duty in Jordan Road, defendants came along together with another man, who later ran away, and commenced to throw stones in their direction.

Accused denied throwing stones and alleged that the sergeant and three other Indians chased them and started beating them, presumably for making a noise and sky-larking.

The case was adjourned for 24 hours to obtain the evidence of a European witness, bail of \$20 for each defendant being allowed.

EDITOR FIRES AT PREMIER.

"Acted in a Moment of Madness."

POLITICAL MOTIVE!

Madrid, Yesterday.
Senor Joaquin Llizo, Political Editor of the Independent Liberal newspaper El Sol, fired a revolver at the Prime Minister, General Berenguer, as he was receiving journalists to give them a communiqué regarding the Cabinet Council to-day. Senor Berenguer was not hit, and he leaped on Llizo and seized his arm.

Senor Llizo explained that he had just resigned from the newspaper and wanted to make an anarchist demonstration against Berenguer's "Socialist regime." Senor Berenguer told newspapermen that in his opinion Llizo acted in a moment of madness.

SCHNEIDER TROPHY.

R.A.F. OFFICERS PERMITTED

TO PARTICIPATE?

NOT YET DECIDED.

London, Yesterday.
In the House of Commons at question time Mr. F. Montague confirmed the statement that British, French, and Italian aeroclubs had reached an agreement regarding the regulations for the Schneider Trophy Race in 1931, and added that it had not yet been decided whether Air Force officers would be permitted to participate. The deposit for each machine entered was fixed at £1,600, an amount which the British Aero Club had throughout insisted.

INCITING BRITONS TO REVOLT.

Propaganda Broadcast From Moscow.

STRONG PROTEST.

London, Yesterday.
A broadcast speech from Moscow addressed to Britain last night led Commander Oliver Locker Lampson to ask in the House of Commons whether such an address, inciting British workers to revolution, was a breach of the Soviet understanding.

Mr. Arthur Henderson, replying, said that the Foreign Office had only received the full text of the address this afternoon. He considered that while it did not constitute an incitement to revolution, it departed from the Soviet understanding in regard to propaganda. He was, therefore, instructing the British Ambassador in Moscow to address a protest to the Soviet Government.

Sir Kingsley Wood asked how many protests were now outstanding?

Commander Locker Lampson asked Mr. Henderson to listen when he heard the next similar address.

Mr. Henderson replied that he hoped he would be better employed. Mr. G. W. H. Kirkwood concluded by asking if a "right good revolution" would not be practical politics at the present? (Laughter).

FIRE IN ABERDEEN.

HUSBAND AND HIS WIFE INJURED.

A severe outbreak of fire, the cause of which has not yet been established, occurred in Main Street, Aberdeen, shortly before midnight last night, the Central Fire Brigade receiving the call at 11.40. On arrival at the scene, it was found that house No. 22 was in flames, which soon spread and took a grip on the adjoining houses, Nos. 21 and 23, all of which are two-storeyed. The firemen, under the Superintendent, had a stiff fight with the situation for about two hours, returning to their Station at 2.50 this morning.

It is reported that during the fire, which assumed great proportions, Tong Yuk (61) and his wife, named Yeung Yung (48) were injured, as the result of jumping down from the verandah of No. 22. They were conveyed to the Government Civil Hospital in an ambulance. It is further stated that the three houses involved have been severely damaged, the extent of which is unknown yet.

AMUSEMENTS

AT THE **QUEEN'S** SHOWING TO-DAY
At 2.30, 5.10, 7.15 & 9.20.

You'll Laugh through your tears at this amazing romance!

(By arrangement with Famous Players-Lasker)
VILMA BANKY
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The whole world is talking about this amazing film romance.
A girl hungry for love—wooded by correspondence.
You'll gasp at its big scenes! You'll love Vilma Banky in her first full-length talking picture!
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The true story of a vagabond lover of Tin-Pan Alley



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MYRNA LOY
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JOHN WILLIAM
GLADYS BROCKWELL



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AT 2.30, 5.15, 7.15 & 9.20
Interpreter at all Performances.

A FLASHING STREAK OF STEEL.
MONTE BLUE
in *"THE GREYHOUND LIMITED"*
AT THE **STAR** TO-DAY TO SATURDAY
AT 5.30 & 9.20.

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TO-DAY TO MONDAY
Daily at 2.30, 5.10, 7.15 & 9.20 p.m.

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HEAR HIM SING
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A roguish revel of love and laughs, lyrics - and lace.



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